

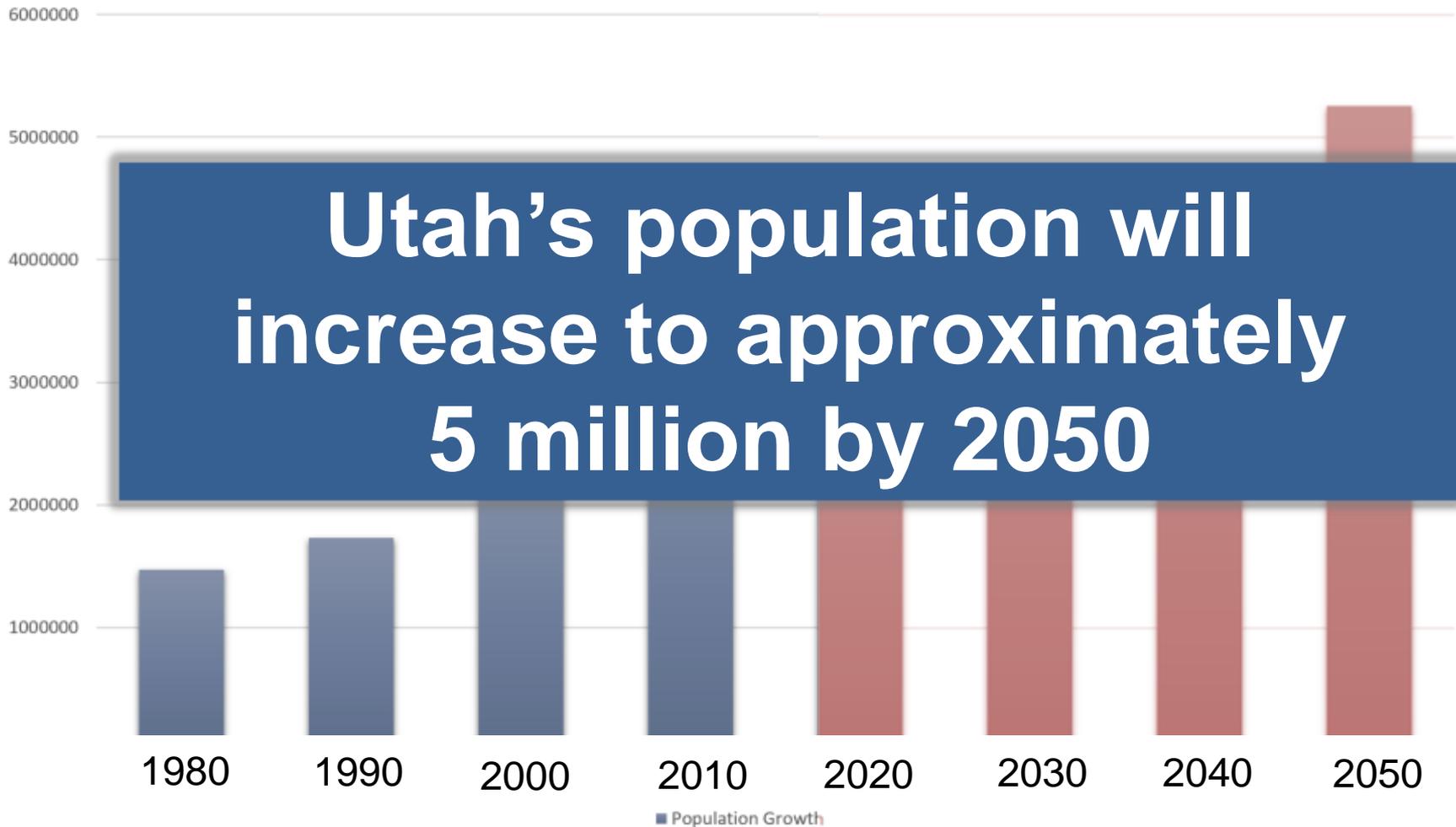


Utah's Transportation Planning



WASATCH FRONT REGIONAL COUNCIL

Utah's Population Growth



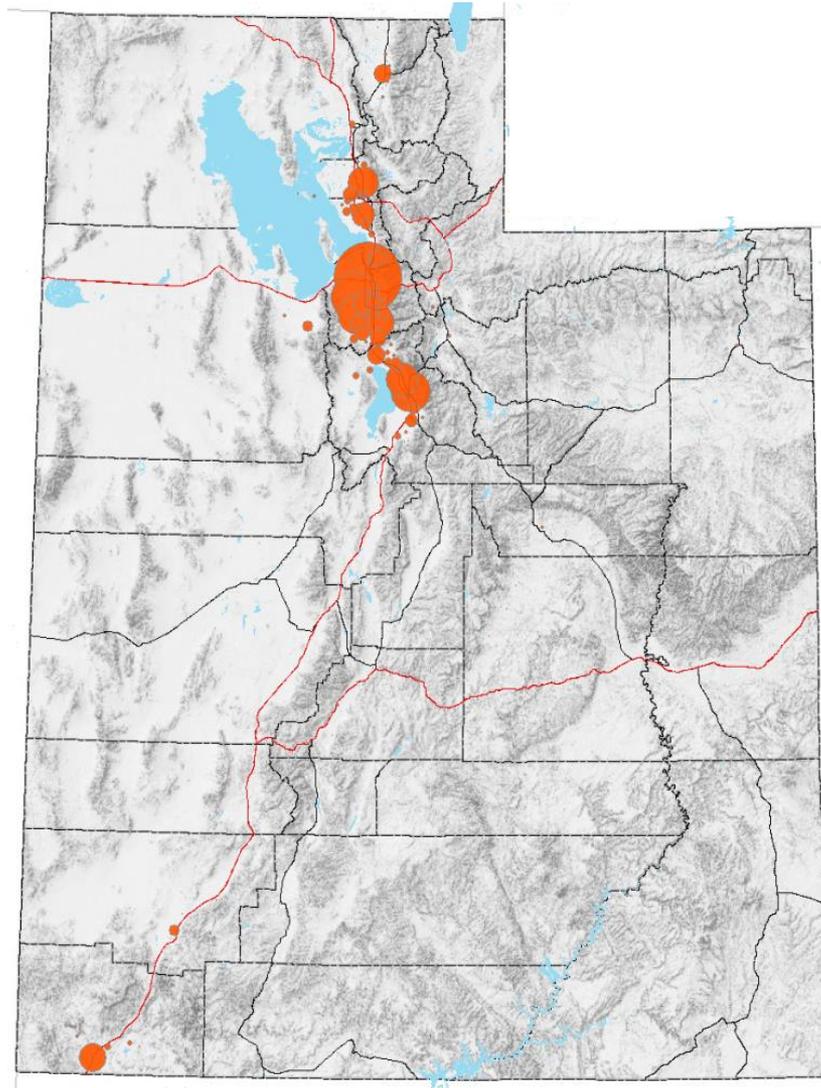
California Congestion



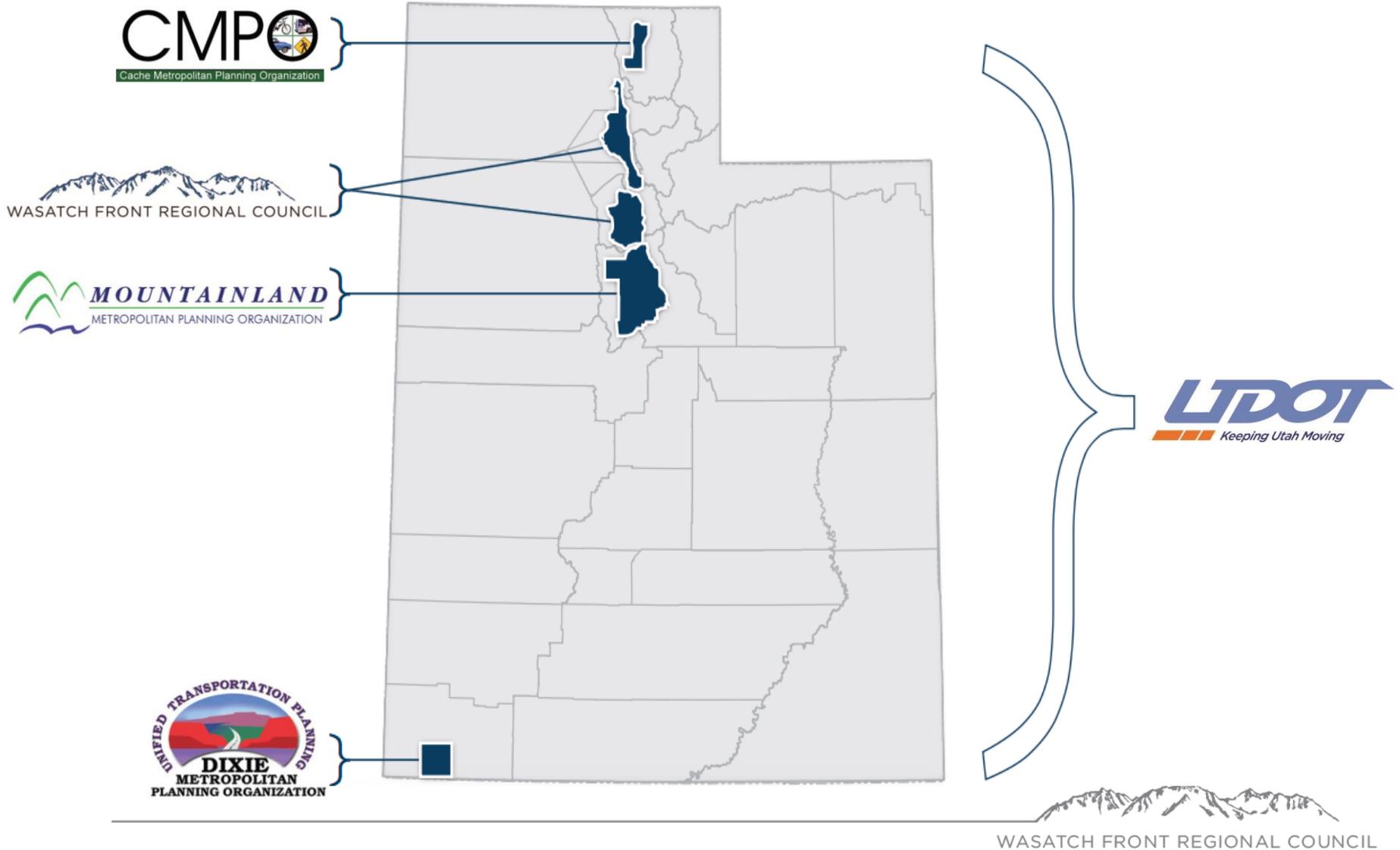
Utah's Natural Geography



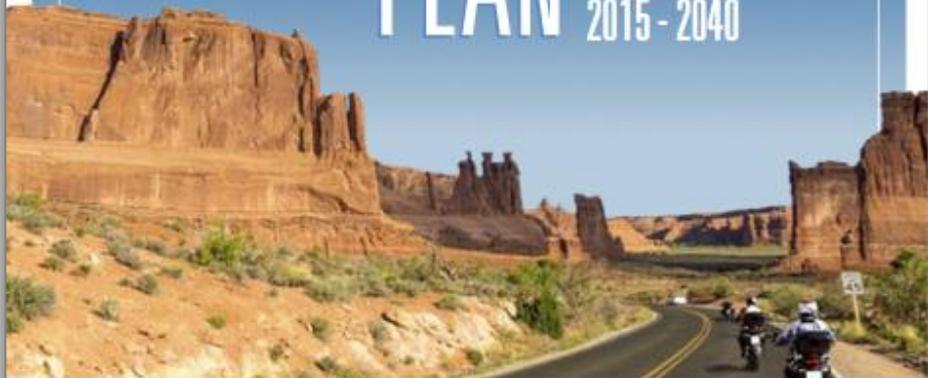
Utah Population Distribution



Transportation Planning in Utah



UTAH'S UNIFIED TRANSPORTATION PLAN 2015 - 2040



A Recognized Approach

“The process by which the last three rounds of transportation plans have been developed in Utah has been collaborative and comprehensive, demonstrating the principle that collaboration brings superior results. It serves as a best practice nationally...”



U.S. Department
Of Transportation

Federal Transit Administration
Region VIII
12300 W. Dakota Ave., Suite 310
Lakewood, CO 80228
720-963-3330
720-963-3333 (fax)

Federal Highway Administration
Utah Division
2520 West 4700 South, Ste 9A
Salt Lake City, UT 84118
801-963-0182
801-963-0893 (fax)

Mr. Carlos Braceras, Executive Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Utah 84119

Subject: **FY 2016 FHWA/FTA Transportation Planning Finding**

Dear Mr. Braceras:

To approve the FY 2016 - 2019 Statewide Transportation Improvement Program (STIP), including the Transportation Improvement Programs (TIPs) contained directly in the STIP, the Federal Highway Administration and the Federal Transit Administration must make a determination that each metropolitan TIP is based on a continuing, cooperative and comprehensive planning process. In addition, this **Planning Finding** is based upon the finding that all the projects in the STIP are based on a planning process in accordance with 23 U.S.C. 134, 135, and 49 U.S.C. 5303 and 5304. This is the documented **Planning Finding** for the State of Utah's 2016 - 2019 STIP, and each of the incorporated TIPs for the following metropolitan planning organizations (MPOs):

Wasatch Front Regional Planning Council (WFRC),
Mountainland Association of Governments (MAG),
Cache Metropolitan Planning Organization (CMPO), and
Dixie Metropolitan Planning Organization (DMPO)

Planning Process Observations and Suggested Improvements

The following strengths of the statewide and metropolitan planning processes have been identified:

- **Unified Transportation Plan Process** – The process by which the last three rounds of transportation plans have been developed in Utah has been collaborative and comprehensive, demonstrating the principle that collaboration brings superior results. It serves as a best practice nationally and has been identified as a case study for the Every Day Counts 2 (EDC2) initiative. Their efforts to establish a website and an application for mobile devices will increase the use of and consistency with the transportation plans in the state.
- **Local Planning Resource Program (LPRP) of the Wasatch Front Regional Council** – We commend the efforts of WFRC in establishing the LPRP funding program to assist municipalities in using the tools produced with the HUD Implementation Grant to develop their local land use and transportation plans. In addition, briefing the Partnership for Sustainability Communities federal agencies on related progress has been appreciated.
- **UPLAN** – This GIS based tool has enabled the state to share data maintained by various state agencies and has received extensive acceptance with these state agencies. This has resulted in greater participation by resource agencies in the planning process and



WASATCH FRONT REGIONAL COUNCIL

Performance-Based Planning



Performance-Based Planning

Goal

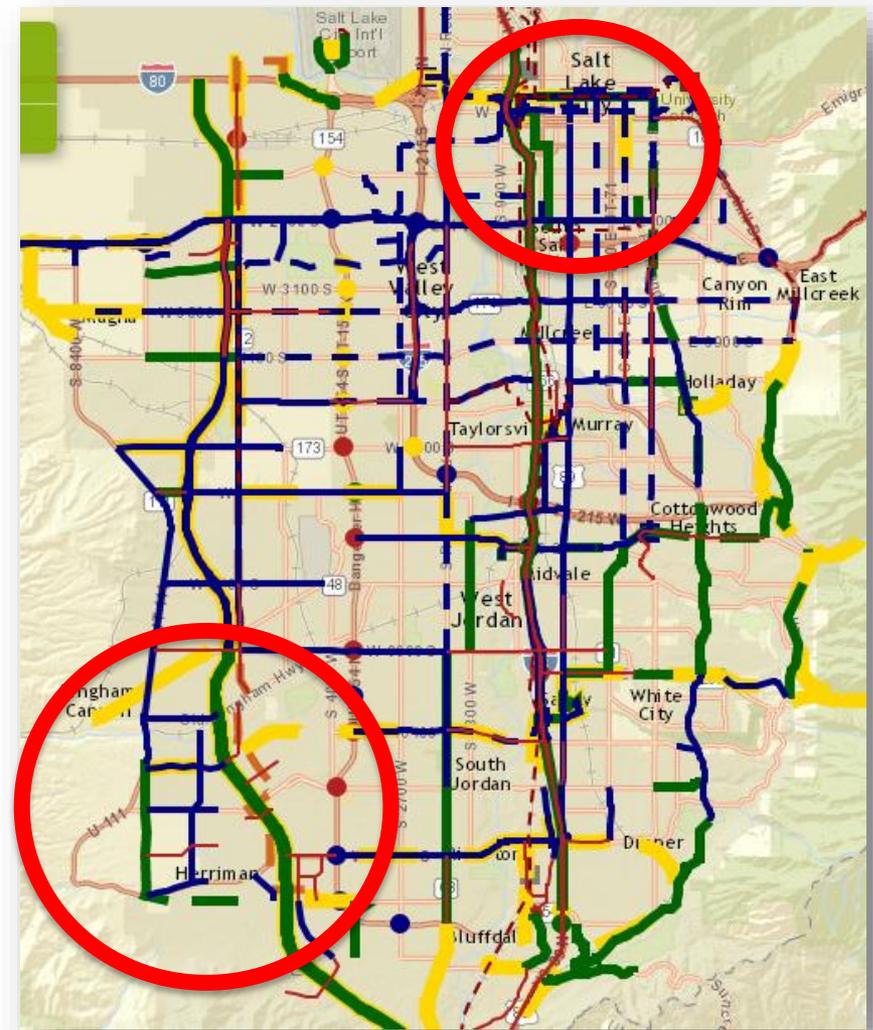
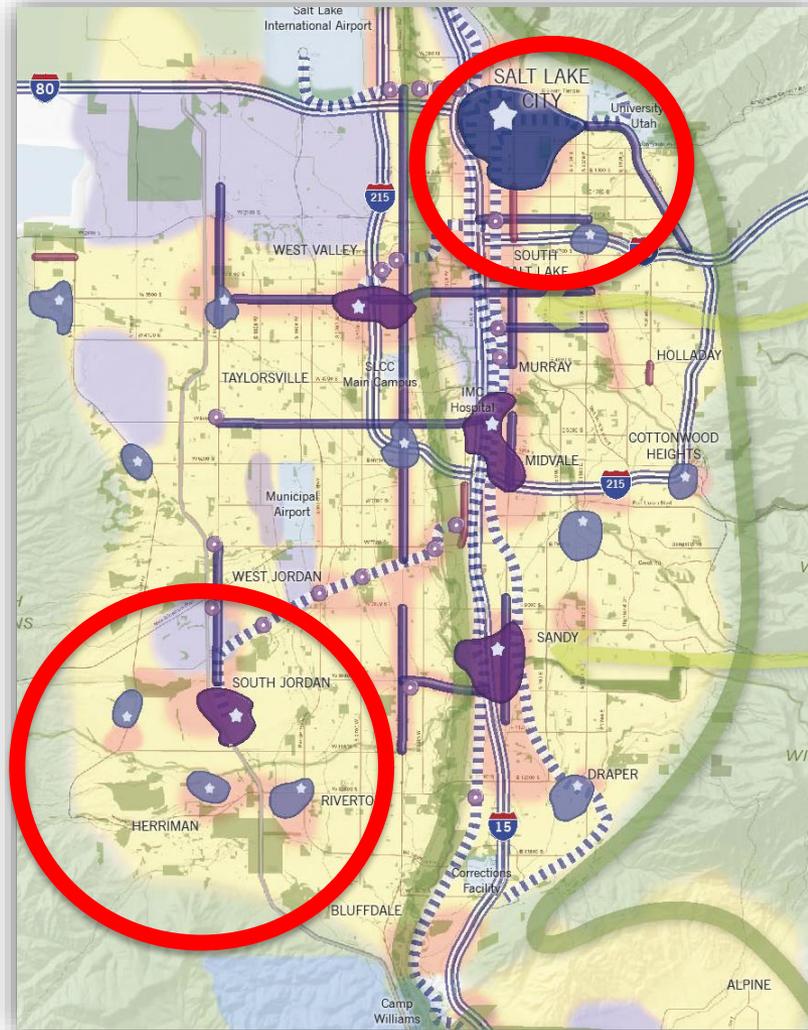
Key Performance Measures

**Economic
Vitality**

Increase the number of jobs and services that Utahns can reach within a certain travel time



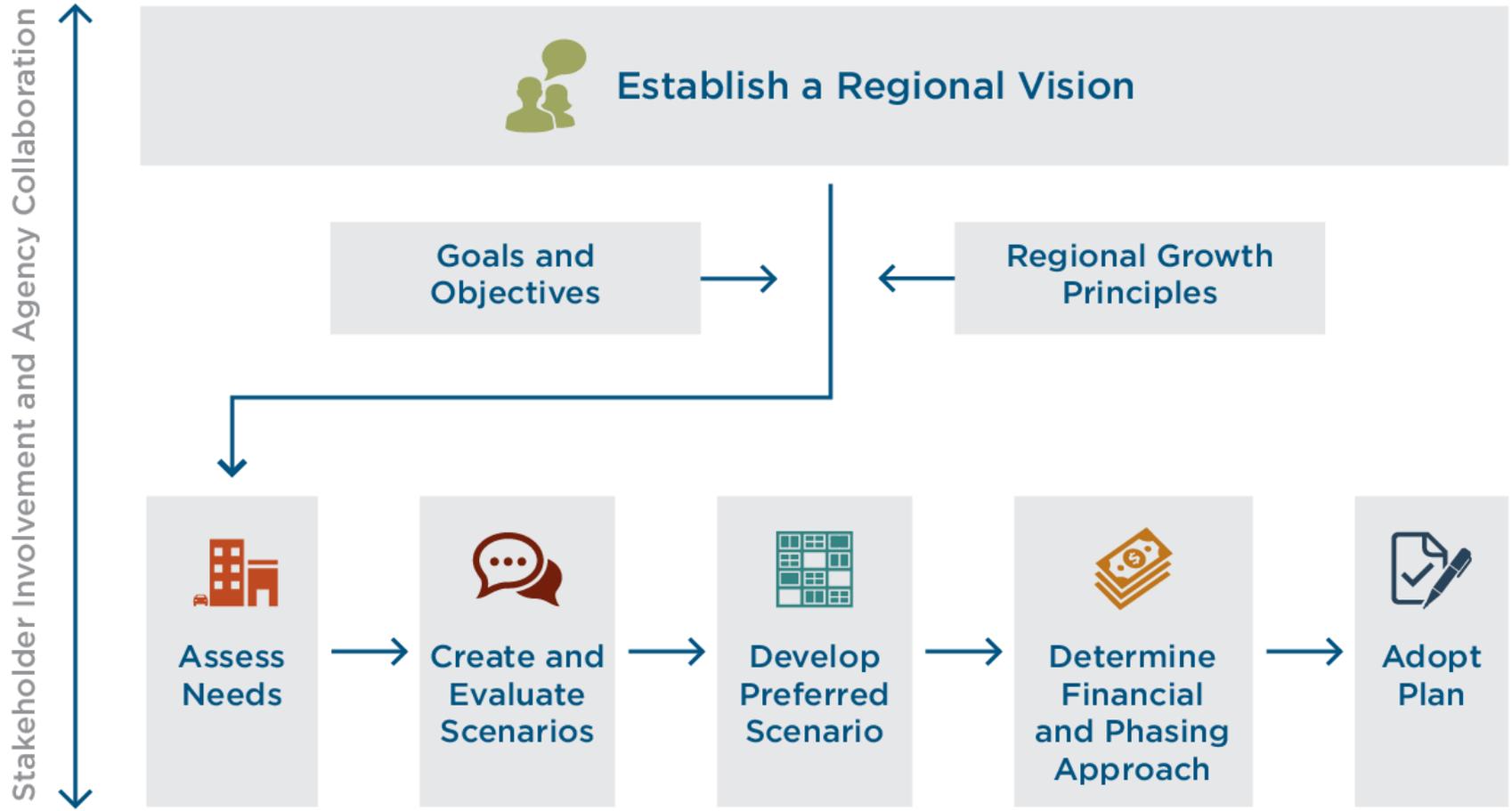
Transportation & Land Use Coordination





WASATCH CHOICE

2050



Unified Plan Funding Needs

\$80.5 B



\$23.1 B Road Capacity

\$33.0 B Road Maintenance,
Preservation & Operations

\$10.6 B Transit Capacity

\$13.8 B Transit Maintenance,
Preservation & Operations

Total Transportation Needs

\$67.5 B



\$18.0 B Road Capacity

\$28.8 B Road Maintenance,
Preservation & Operations

\$7.0 B Transit Capacity

\$13.7 B Transit Maintenance,
Preservation & Operations

Prioritized Transportation Needs

Unified Plan Funding Needs

\$67.5 B



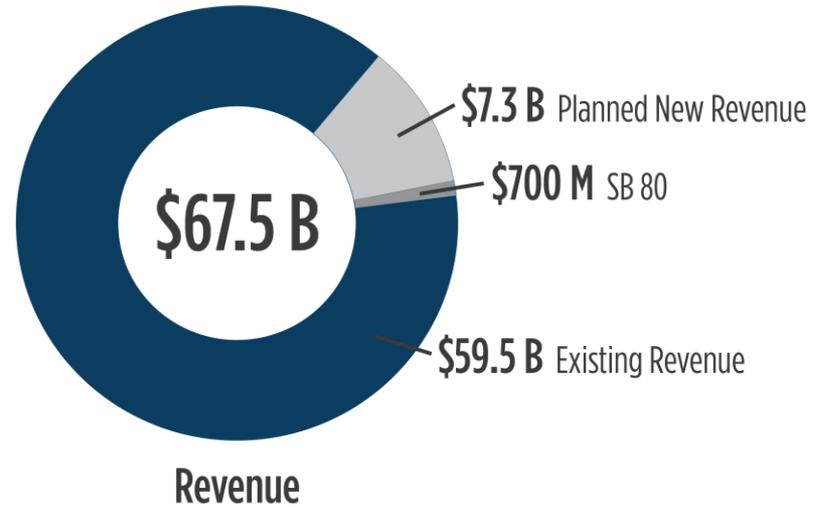
\$18.0 B Road Capacity

\$28.8 B Road Maintenance,
Preservation & Operations

\$7.0 B Transit Capacity

\$13.7 B Transit Maintenance,
Preservation & Operations

Prioritized Transportation Needs



\$67.5 B

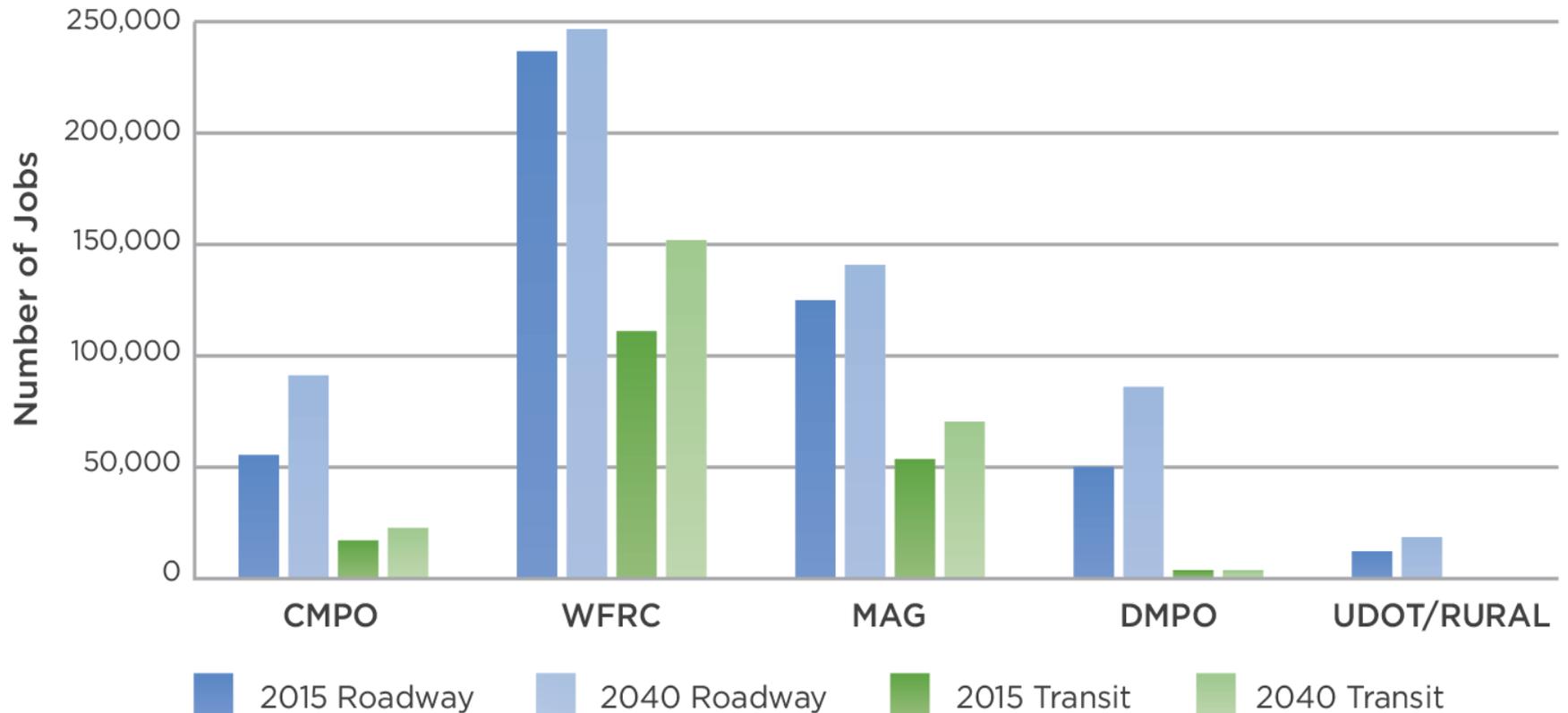
\$7.3 B Planned New Revenue

\$700 M SB 80

\$59.5 B Existing Revenue

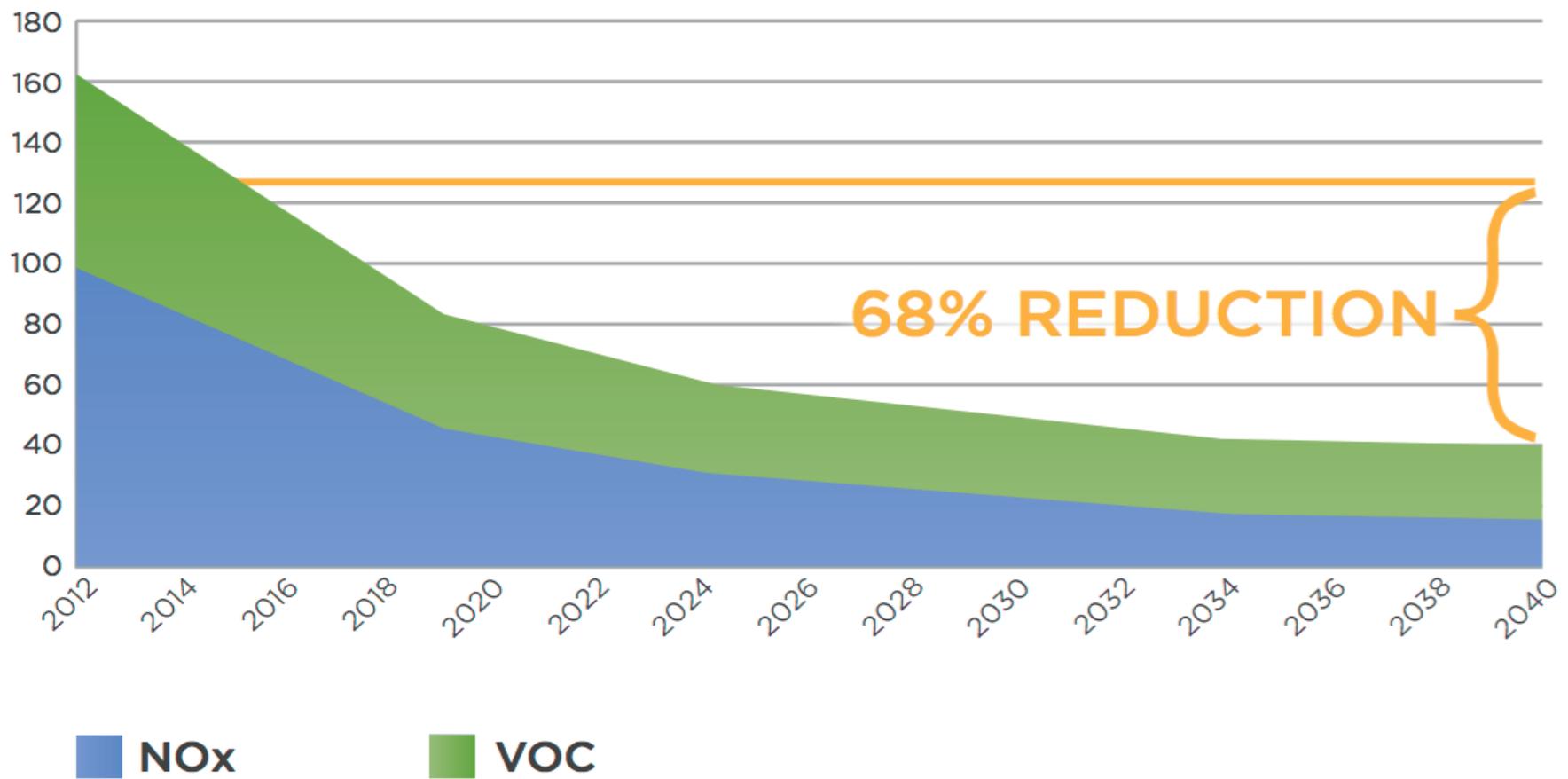
Revenue

More Access to Jobs



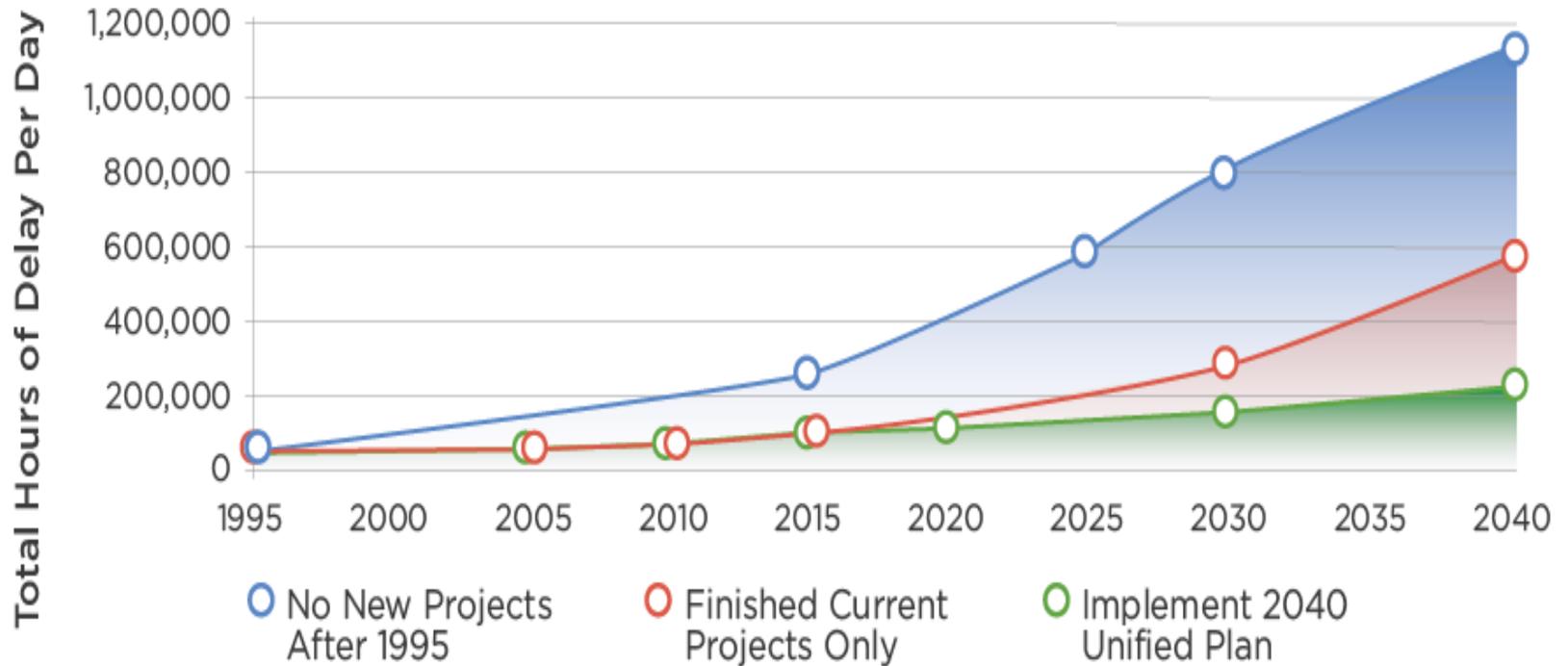
Air Quality Improvements

VEHICLE EMISSIONS REDUCTION

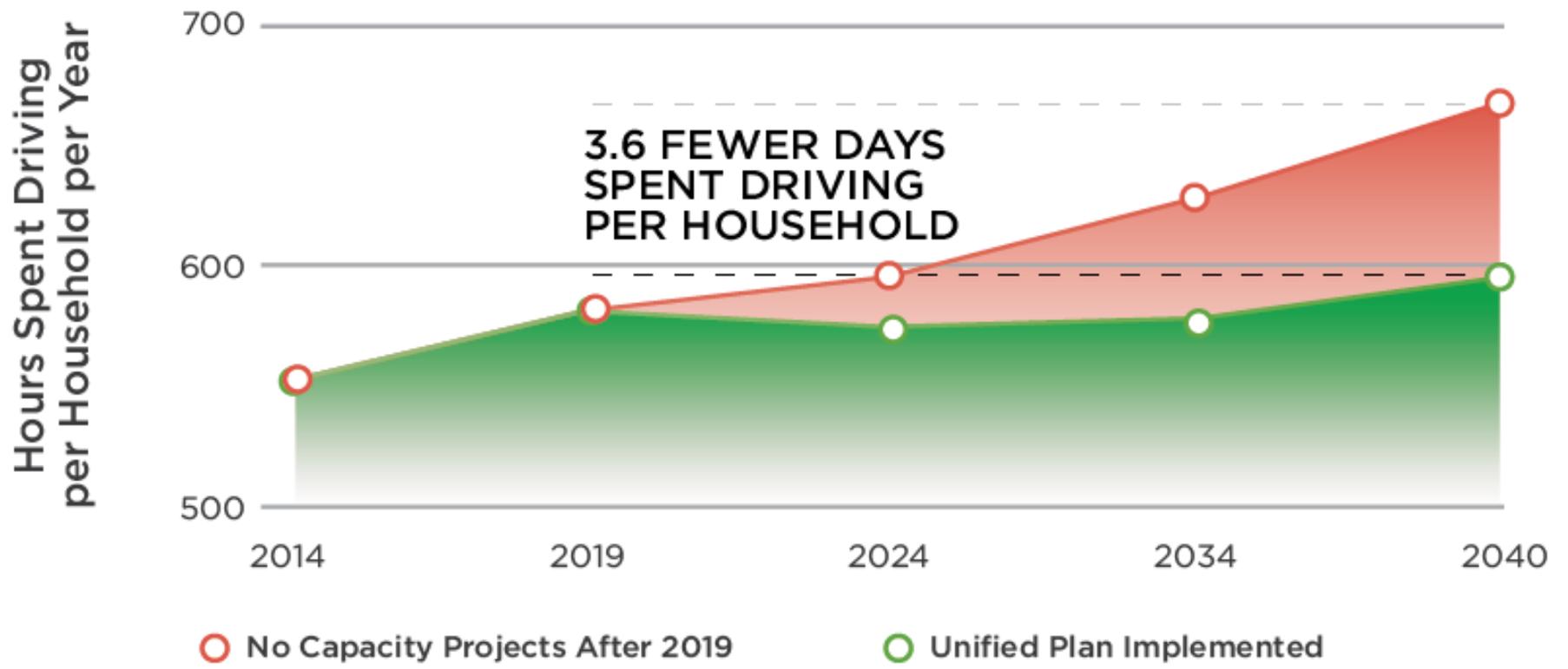


Estimates are for Weber, Davis, Salt Lake, Tooele, Box Elder, Cache and Utah Counties.

Less time stuck in traffic



Less time spent driving





Utah's Transportation Planning



WASATCH FRONT REGIONAL COUNCIL

MPO's

What are they and why do you care!

We are Federally Required
Don't cha know!

MPO's

What are they and why do you care!



Do they have
speed limits
in Montana?

School Speed Limit
Kalispell, Montana

MPO's

What are they and why do you care!

- Agenda
 - How
 - Why
 - When
 - Where
 - What
 - Who
 - How does it fit together

MPO's

What are they and why do you care!

- How
 - The *Federal-Aid Highway Act of 1962* created the federal requirement for *urban transportation planning* largely in response to the construction of the Interstate Highway System and the planning of routes through and around urban areas.

MPO's

What are they and why do you care!

- How
 - The Act required, as a condition attached to federal transportation financial assistance, that transportation projects in *urbanized areas of 50,000 or more in population* be based on a continuing, comprehensive, urban transportation planning process undertaken cooperatively by the states and local governments -- the birth of the so-called 3C, "*continuing, comprehensive and cooperative planning process*".

MPO's

What are they and why do you care!

- How
 - Congress took important steps in this direction in crafting the 1973 Highway Act. At the urging of federal officials and the urban-environmental coalition, they dedicated a small portion of each state's funding from the Highway Trust Fund for new "Metropolitan Planning Organizations"

MPO's

What are they and why do you care!

- Why
 - The United States may be one nation under God but, politically, it is fractured into a multitude of jurisdictions, states, counties, municipalities, school districts, election wards and more. While necessary for governance, taxation and administration of public services, these jurisdictions, for the most part, bear little relation to the distribution of population and economic activity across the landscape

MPO's

What are they and why do you care!

- Why
 - The federal government has recognized this organic, market-driven growth process by identifying over 300 "metropolitan areas" across the country.
 - The federal government has also recognized that the integrity and vitality of these areas are dependent on the large-scale circulation of goods and people over region-wide transportation networks.

MPO's

What are they and why do you care!

- When
 - Federal Aid Highway Act of 1962
 - Further emphasized in subsequent Transportation Acts.
 - ISTEA brought back a stronger Urban Planning effort
 - 1987 – Surface Transportation Act
 - 1991 – Intermodal Surface Transportation Efficiency Act
 - 1998 – Transportation Equity Act for the 21st Century
 - 2005 – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
 - 2012 – Moving Ahead for Progress in the 21st Century Act
 - 2015 – Fixing America's Surface Transportation Act

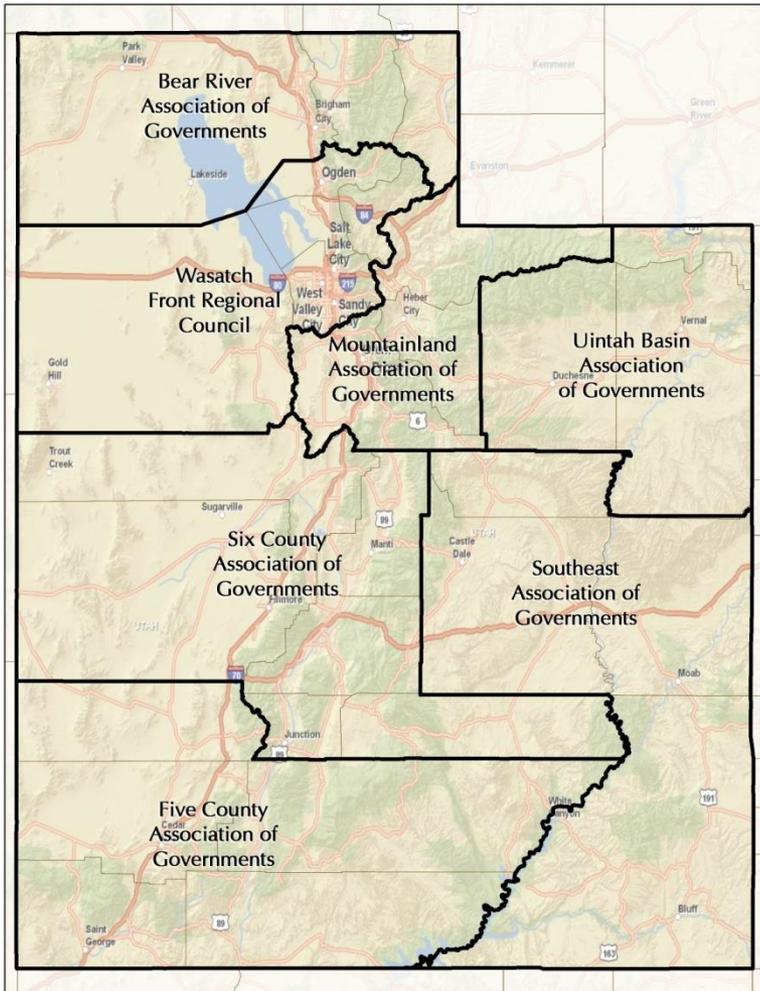
MPO's

What are they and why do you care!

Where

The State is divided up into 7 Associations of Governments.

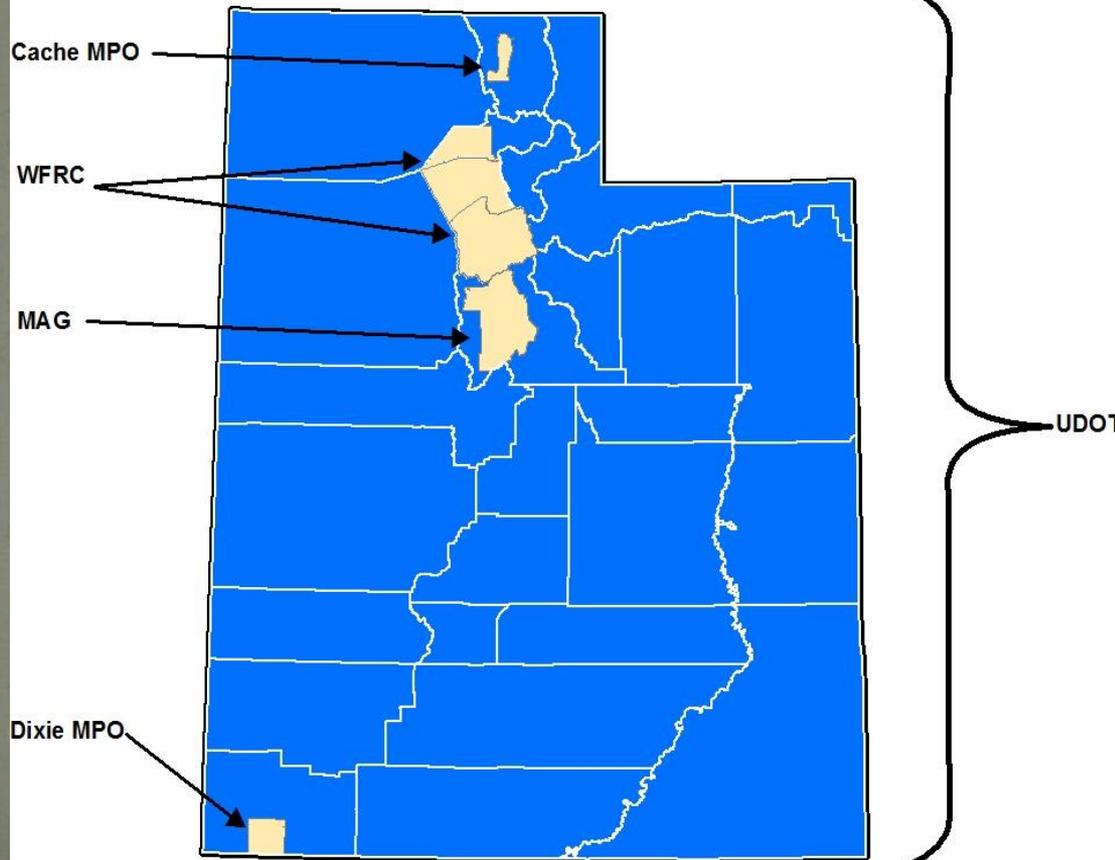
Originally for Water Quality and based on Watersheds



MPO's

What are they and why do you care!

Planning Boundaries



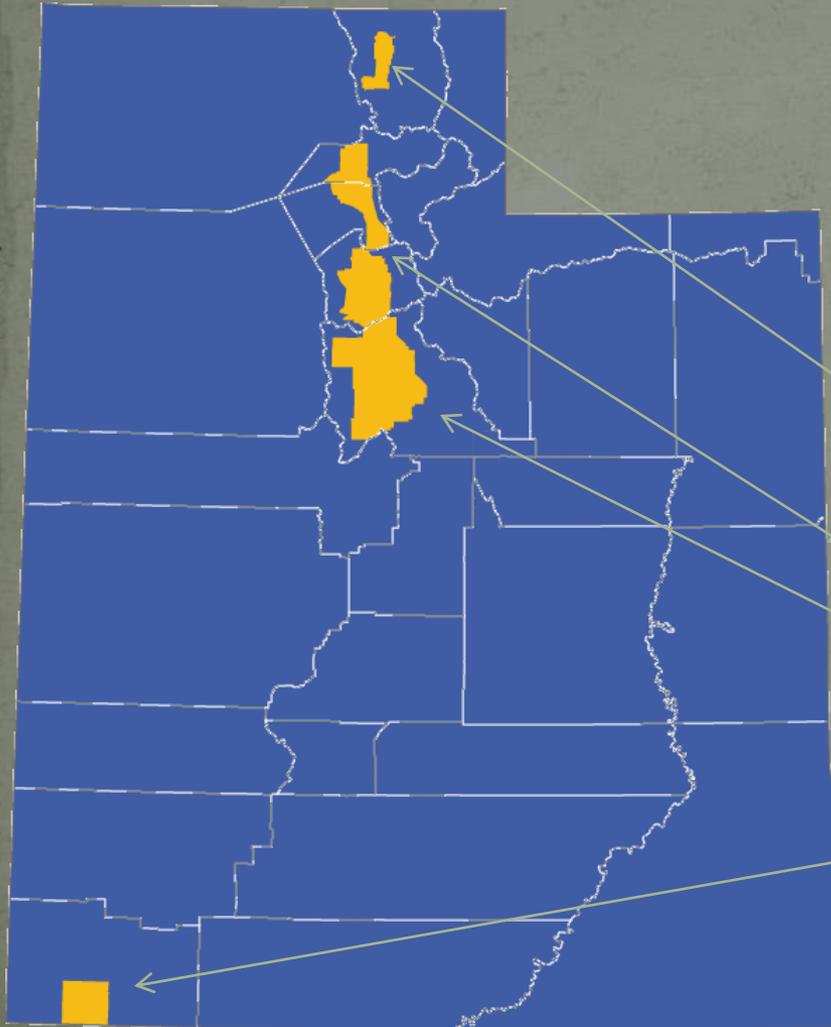
Where

There are 4 MPOs in the State. WFRC, MAG, Dixie, and Cache.

There are 3 RPOs in the State. Wasatch, Tooele, and Cedar City.

MPO's

What are they and why do you care!



Where

UDOT Plans
rural parts of
the state

MPO's Plan
Urbanized
Areas <50k

TMA <200k

MPO's

What are they and why do you care!

- What
 - A Metropolitan Planning Organization (MPO) is a *federally required transportation planning body* comprised of elected and appointed officials representing local, state and federal governments or agencies having interest or responsibility in transportation planning and programming.

MPO's

What are they and why do you care!

- What
 - The MPO *discusses and votes on multi-modal transportation issues of region-wide significance*, and decides which local transportation projects should be implemented.
 - An MPO is responsible for the development of a Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and a Unified Planning Work Program (UPWP) for its metropolitan planning area. *The adoption of these documents is a prerequisite for the receipt of both federal transit and federal highway funding.*

MPO's

What are they and why do you care!

- What
 - Responsible for Air Quality Conformity Analysis.
 - Utah State Law: Projects funded through some local option sales tax require MPO board approval.

MPO's

What are they and why do you care!

- Who
 - Metropolitan Planning Organizations (MPOs), are composed of local elected officials and state agency representatives, to review and approve transportation investments in metropolitan areas. (Not just appointed)

MPO's

What are they and why do you care!

- Why Do You Even Care?
 - Almost 85% of the population in the State lives within MPO boundaries
 - Over 90% of the GDP in the State is within the MPOs
 - More and more of the transportation funding is State and Local funds—MPOs interface directly with political and business forces
 - MPOs must complete federally required plans to ensure funding of projects

MPO's

What are they and why do you care!

- How does it fit together?
 - Unified Plan Approach means:
 - Common Time Horizons
 - Same Planning Cycles
 - Shared Financial Assumptions/Constraints

MPO's

What are they and why do you care!

- How does it fit together?
 - MPO Process for prioritizing projects
 - Based on local General Plans
 - City Staff review and approval
 - MPO board approval

Utah Department of Transportation

2017 General Legislative Session
Carlos Braceras, P.E., Executive Director



Innovating transportation solutions that strengthen Utah's economy and enhance quality of life.





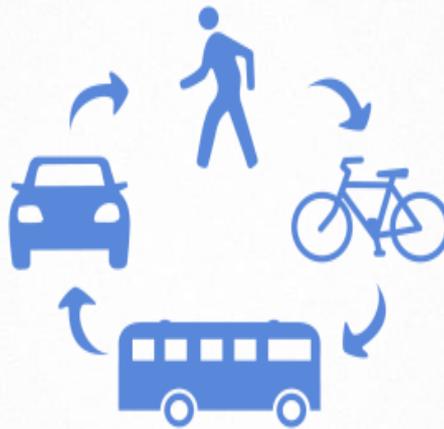
UDOT's Vision

LTDOT

 *Keeping Utah Moving*

zero Crashes
Injuries
Fatalities

Zero Crashes,
Injuries, Fatalities

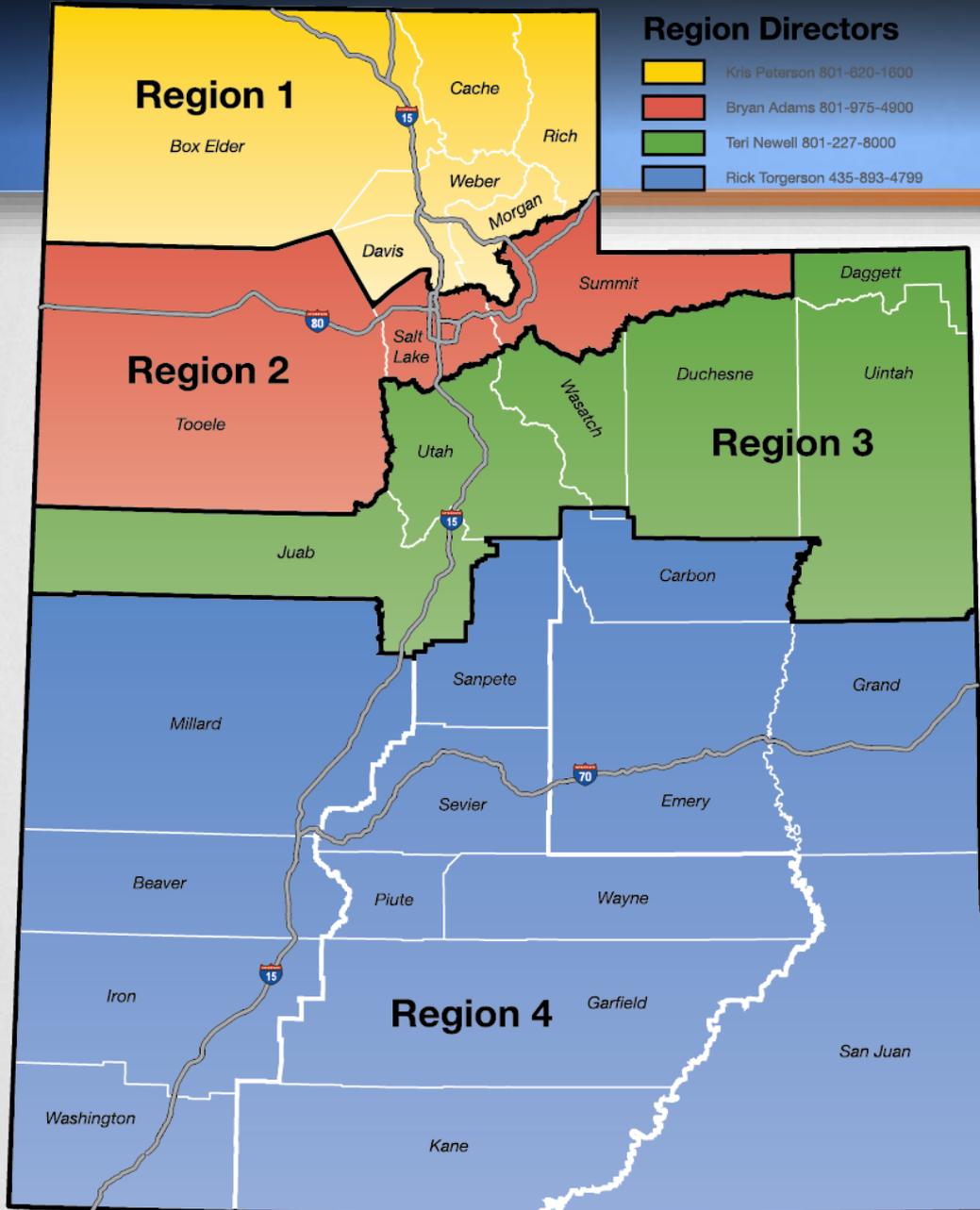


Optimize
Mobility



Preserve
Infrastructure

UDOT Structure



Transportation Commission Members



Chair, Kent Millington
Region 3



Meg Holbrook
Region 2



Danny McConkie
At Large



Wayne Barlow
Region 1



Naghi Zeenati
Region 4



Gayle McKeachnie
At Large



Lew Cramer
At Large



Transportation Funding

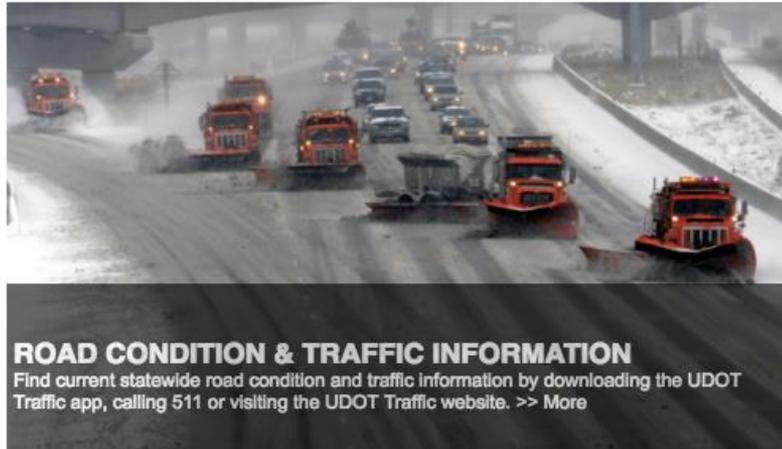
My Quick Links

- Road Conditions
- Motor Carrier Division
- Rest Areas
- Bid Letting
- ePM
- Contractor Tools
- Public Involvement
- Transportation Links
- Projects, Studies and Future Plans
- Transportation Commission

[Edit Links](#)

Other Helpful Sites

- Driver License Division
- Motor Vehicle Division
- Utah Transit Authority
- Utah Highway Patrol



ROAD CONDITION & TRAFFIC INFORMATION
Find current statewide road condition and traffic information by downloading the UDOT Traffic app, calling 511 or visiting the UDOT Traffic website. >> More

1 2 3 4 5



Strategic Direction

UDOT's Strategic Direction is an annual report on how the Department has invested resources allocated by the state legislature. This year the report is online utilizing live data.



UDOT Program Briefing

UDOT's currently funded capacity projects, choke point projects, level 2 road projects, and unfunded capacity priorities.



Legislative Information

UDOT works with the legislature to provide data and information that help identify statewide transportation needs.

UDOT Traffic Cameras

I-15 NB @ 10200 S /
MP 294.2, SND



I-80 EB @ 2400 E /
MP 126.82, SLC



I-15 SB @ 700 S / MP
307.29, SLC



I-15 SB @ I-215 South
Interchange / MP 299,
MUR





Funding Overview

	Est. FY17	Est. FY18	Est. FY19	Est. FY20	Est. FY21	Est. FY22	Est. FY23	Est. FY24	Est. FY25	Est. FY26	TOTAL
Water	\$-	\$(7.5M)	\$(15.5M)	\$(24M)	\$(33.1M)	\$(42.8M)	\$(44.4M)	\$(45.9M)	\$(47.5M)	\$(49.2M)	\$(310M)
General Fund	(8.9M)	(13.8M)	(9.9M)	(14.4M)	(16.6M)	(19.1M)	(21.8M)	(19.5M)	(17M)	(14.4M)	(155.3M)
Total Impact to TIF	\$(8.9M)	\$(21.3M)	\$(25.9M)	\$(35.6M)	\$(46.7M)	\$(59.0M)	\$(63.1M)	\$(61.8M)	\$(60.5M)	\$(58.9M)	\$(465.3M)

General Fund **\$(155.3M)**

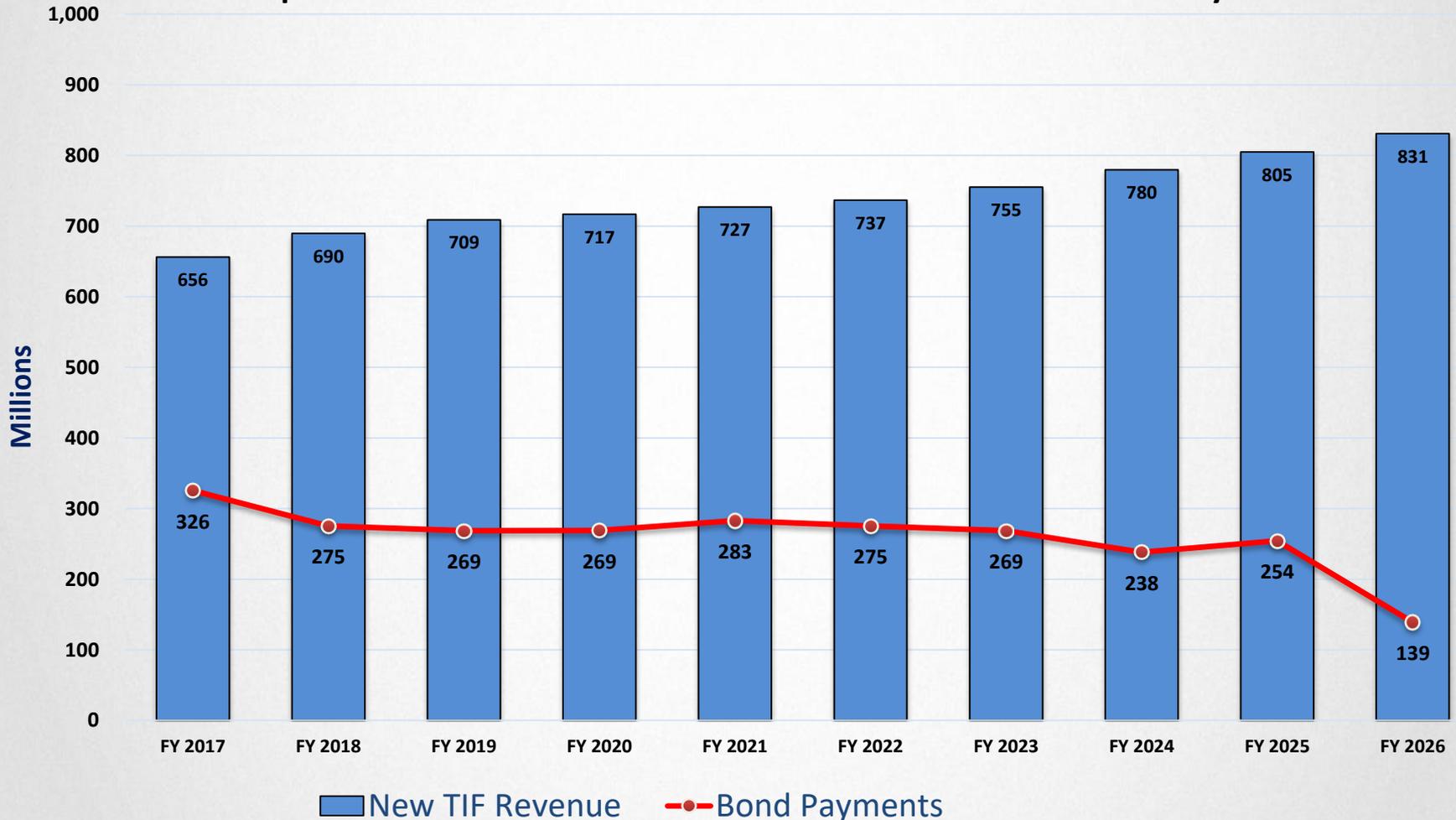
Total Impact to TIF **\$(465.3M)**



Transportation Investment Fund

Sales Tax Reduction: S.B. 80 – 2016

Assumptions: Sales Tax FY2017 & FY2018 = Consensus FY2019 and beyond 3.5%





Transparency

Results from Funding Investments



Project Programming

Prioritization Process Background

Adopted under S.B. 25, 2005 General Session

72-1-304. Written project prioritization process for new transportation capacity projects -- Rulemaking.

(1) The Transportation Commission, in consultation with the department and the metropolitan planning organizations as defined in Section 72-1-208.5, shall develop a written prioritization process for the prioritization of new transportation capacity projects that are or will be part of the state highway system under Chapter 4, Part 1, State Highways.

(2) The following shall be included in the written prioritization process under Subsection (1):
(a) a description of how the strategic initiatives of the department adopted under Section 72-1-211 are advanced by the written prioritization process;
(b) a definition of the type of projects to which the written prioritization process applies;

(c) specification of a weighted criteria system that is used to rank proposed projects and how it will be used to determine which projects will be prioritized;
(d) specification of the data that is necessary to apply the weighted ranking criteria; and
(e) any other provisions the commission considers appropriate.

(3) In developing the written prioritization process, the commission:
(a) shall seek and consider public comment by holding public meetings at locations throughout the state; and
(b) may not consider local matching dollars as provided under Section 72-2-123 unless the state provides an equal opportunity to raise local matching dollars for state highway improvements within each county.

(4) In accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act, the Transportation Commission, in consultation with the department, shall make rules establishing the written prioritization process under Subsection (1).

(5) The commission shall submit the proposed rules under this section to a committee or task force designated by the Legislative Management Committee for review prior to taking final action on the proposed rules or any proposed amendment to the rules described in Subsection (4).

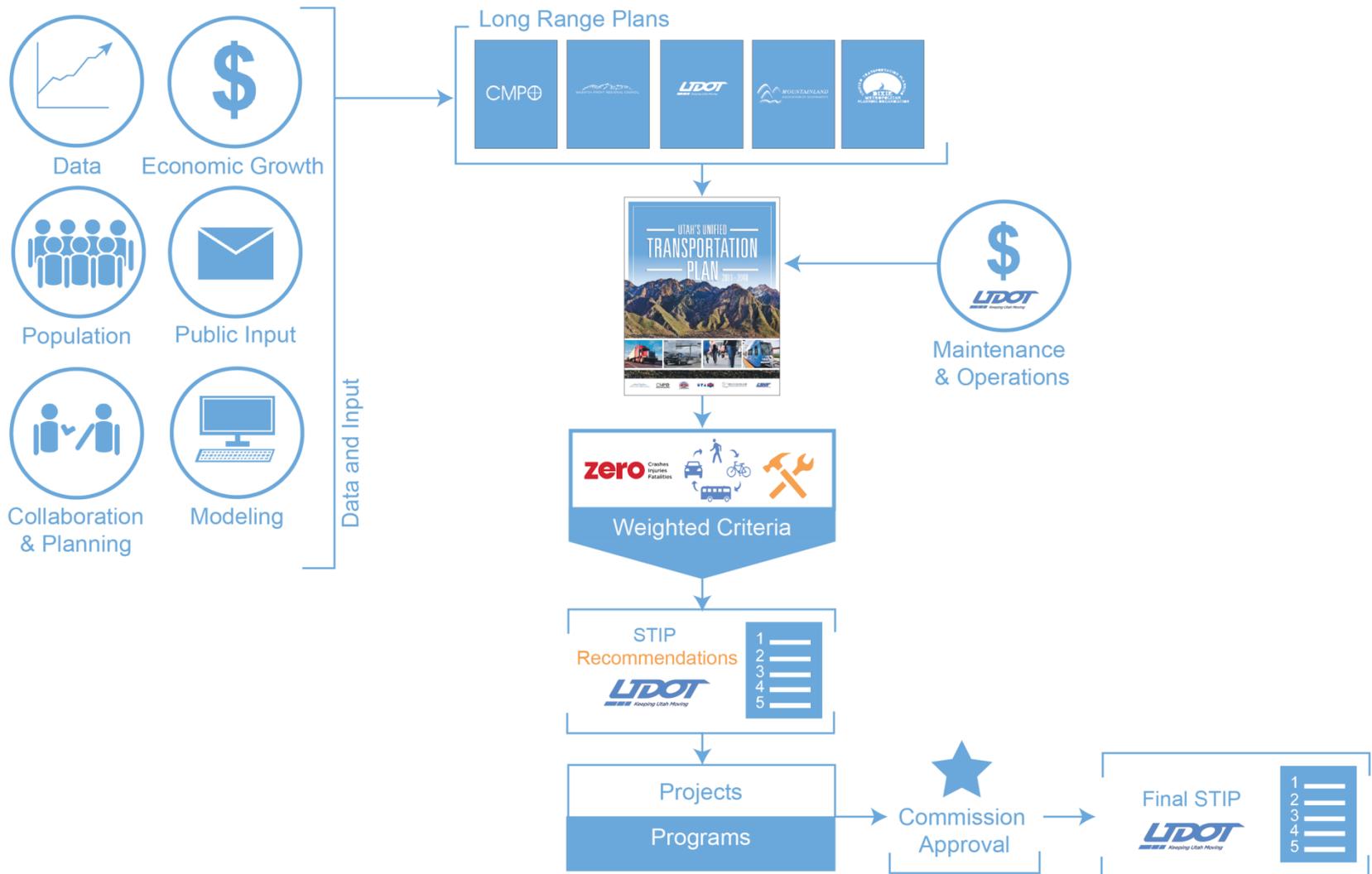
Amended by Chapter 382, 2008 General Session **72-1-305. Project selection using the written prioritization process -- Public comment -- Report.**

(1) Except as provided in Subsection (4), in determining priorities and funding levels of projects in the state transportation system under Subsection 72-1-303(1)(a) that are new transportation capacity projects, the commission shall use the weighted criteria system adopted in the written prioritization process under Section 72-1-304.

(2) Prior to finalizing priorities and funding levels of projects in the state transportation system, the commission shall conduct public hearings at locations and accept public comments on the prioritization process;

- *“The Transportation Commission, in consultation with the department and the metropolitan planning organizations...shall develop a written prioritization process...”*
 - *Definitions*
 - *Weighted criteria*
 - *Data*
 - *Other provisions, as appropriate*

Prioritization Process Overview



Transit 101

for the House Transportation Committee

Presenters:

Robert McKinley, UTA Board Chair

Jerry R. Benson, UTA President/CEO



January 31, 2017

Outline

- Brief History of the Utah Transit Authority
- UTA Governance Structure
- Membership of UTA Board of Trustees
- Board Responsibilities and Obligations
- Community Commitment and Service
- Collaboration with Partners
- UTA True Norths and Values
- Funding



Public Transit Providers in Utah

Utah Transit Authority (Wasatch Front)

Cache Valley Transit District

Park City Transit (Park City and Summit County)

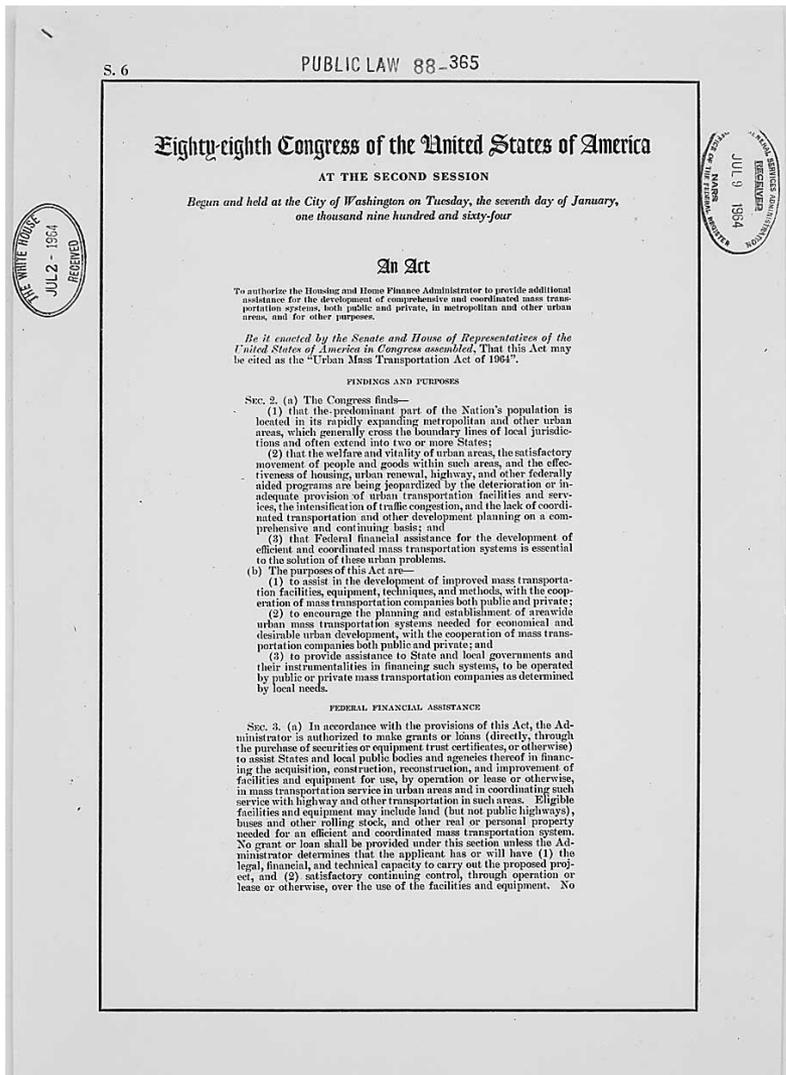
Suntran (St. George)

Cedar Area Transportation Service

Uintah Basin Transit / Basin Transit Association



Early Utah Transit History



1914 Utah Light & Traction Company incorporated

1944 Salt Lake City Lines purchases and decommissions the Utah Light & Traction Company

1953 Several private bus companies unite to form a single transit authority

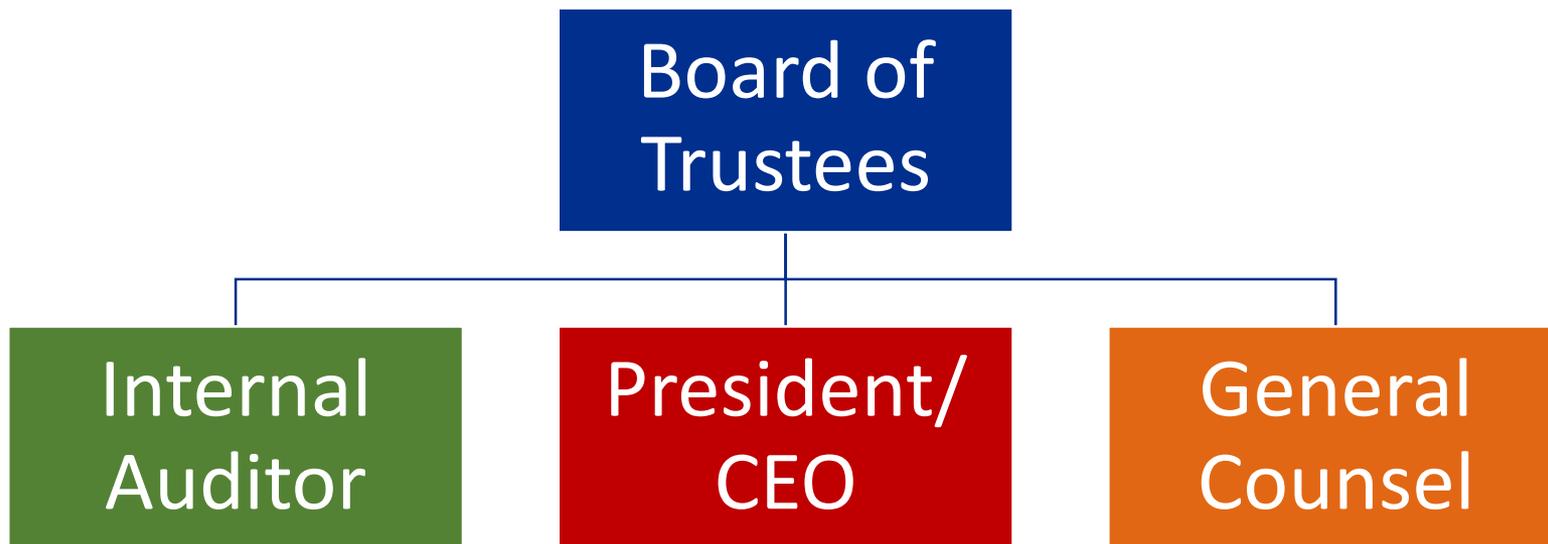
1964 U.S. Congress passes Urban Mass Transit Act

1969 Utah State Legislature passed the Utah Public Transit District Act

1970 UTA is formed

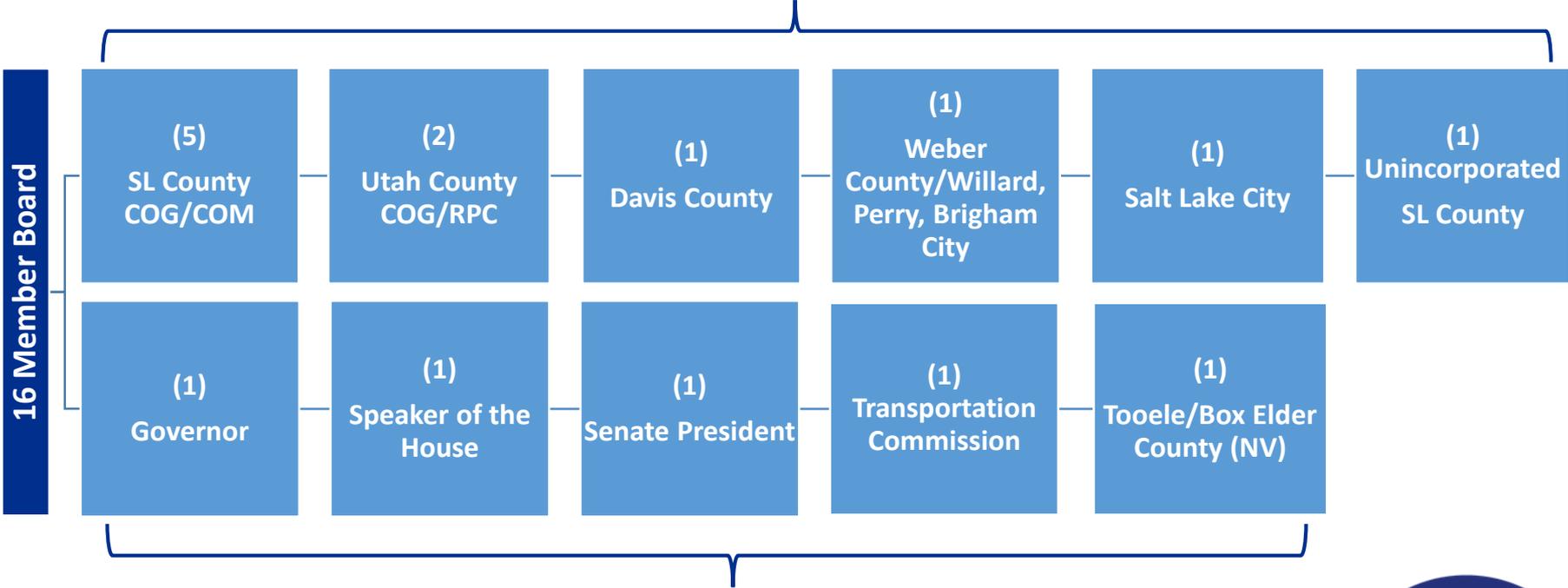


UTA Governance Structure



Membership of UTA Board of Trustees

Appointments by "Formula" of Population and/or Sales Tax (11 Total)



Appointments by Political Body (5 Total)



UTA Board Statutory Powers and Responsibilities

– General Oversight

- Adopt bylaws
- Make and pass necessary ordinances, resolutions, and orders
- Exercise any other power and perform any function as would ordinarily be completed by a political subdivision and as necessary to accomplish the purposes of the district

– Employee Oversight

- Appoint and fix the salaries of UTA officers
- Delegate to district officers the exercise of duties
- Retain employees and agents, and prescribe duties, compensation, and terms of the same

– Financial Oversight

- Control the investment of UTA funds, including retirement funds and programs
- Determine and fix rates, fares, charges, etc.

– Development Oversight

- Enter into contracts
- Determine the transit facilities to be acquired and/or constructed, and supervise and regulate the same



UTA Board Fiduciary & Ethical Obligations

- **Duty of Care**
 - Skill
 - Diligence
 - Good faith
- **Duty of Loyalty**
 - Act in best interest of UTA
 - Prohibits conflicts of interest
- **Duty of Confidentiality**
 - Protect and not disclose confidential, private, or protected information
- **Public Officers and Employees Ethics Act**
- **Voluntary Disclosures**
 - Annual disclosure of financial, contractual, or organizational interests
 - Independent review by Internal Auditor and General Counsel



UTA Reforms in Action

Transit-Oriented Development

Implemented new screening process that requires board approval and independent financial, audit, and legal review

Reviewed all active TOD projects; called back property not yet developed

In review of active TOD projects, identified and removed investors who had previously served on UTA Board of Trustees

In process of developing a formal TOD Policy

Compensation & Benefits

Conducted a comprehensive review of total compensation

Reset market-based pay comparisons to focus on transit, government, and non-profit entities

Reduced the benefits/retirement program and overall compensation for newly hired executives

No executive bonuses since 2015

Eliminated new executive employment contracts; voided contracts of past executives

International Travel

Updated travel approval process for all employees

Open meeting board approval required for all international travel

Only two trips since 2015—safety peer review (paid for by another transit agency) in Vancouver, Canada; federally-mandated bus inspection (two employees) in Ontario, Canada

Those who made a non-UTA trip to Switzerland in 2015 no longer associated with UTA

Internal Audit

Hired all new audit staff

Established risk-based audit plans for 2016 and 2017

Audit plans to be completed per IAA standards

As an example, a 2016 audit report found Family Medical Leave Act not administered consistently

In process of amending FMLA policies, training managers, and adding controls



Audit & Oversight Examples

- **Legislative** (10 since 1990)
- **Federal**
 - Federal Transit Administration (every 3 years)
 - Federal Railroad Administration (as required)
- **Safety & Security**
 - State safety oversight (UDOT) (every year, plus all new rail lines)
 - Transportation Safety Administration
 - Occupational Safety & Health Administration
 - Department of Homeland Security
- **Financial**
 - Annual independent external audit
- **Project Management**
 - Federal Transit Administration project management oversight
- **Organizations for Standardization (ISO/OHSAS)** (annual)
 - Quality: ISO 9001
 - Environmental: ISO 14001
 - Safety: OHSAS 18001
- **Internal**

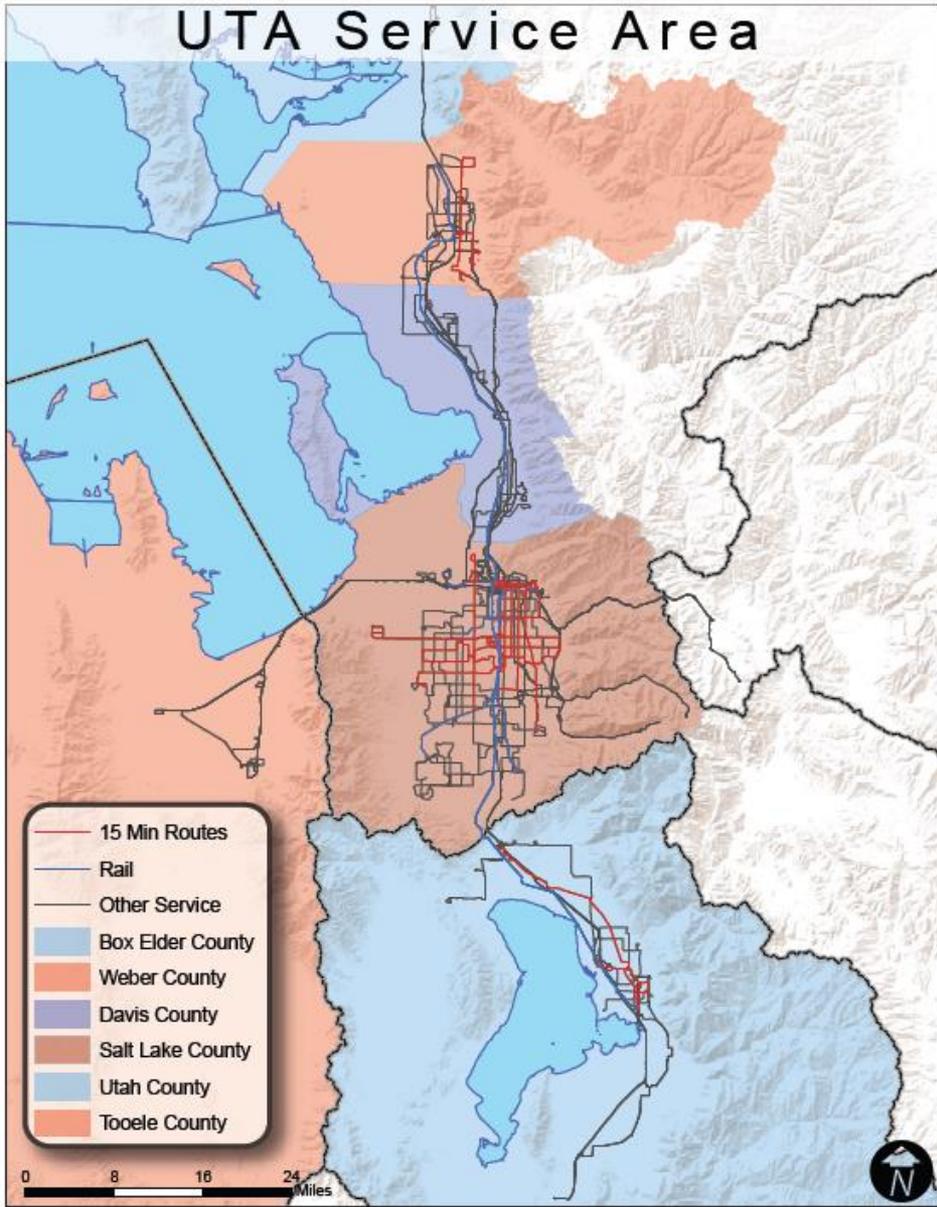


UTA Organization Update

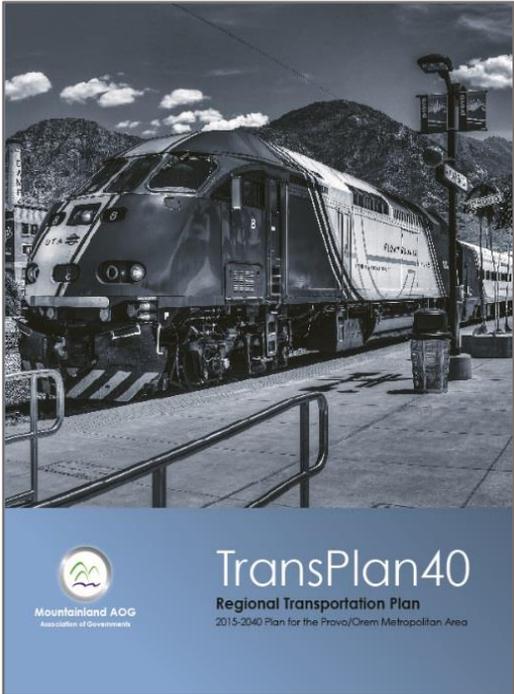
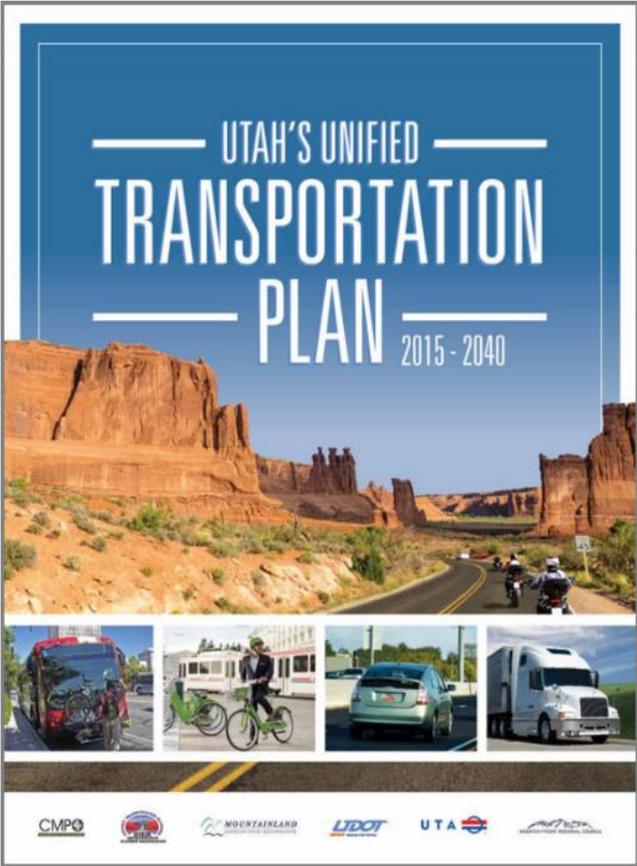
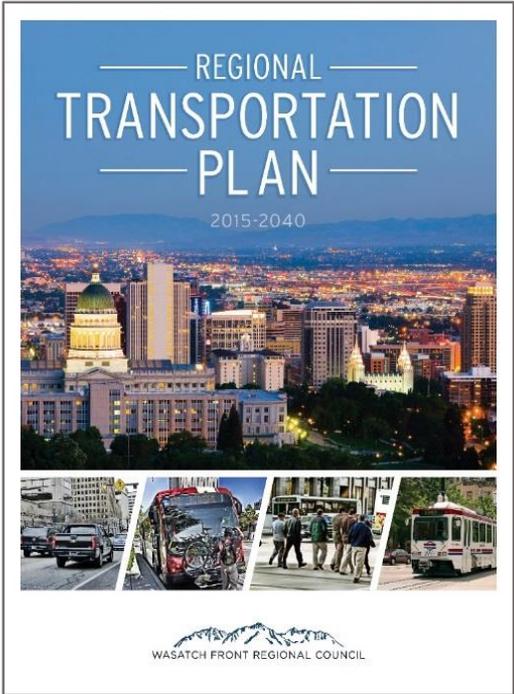
Jerry R. Benson, UTA President/CEO



Community Partner & Service Provider



Collaboration with MPOs



Collaboration with UDOT

Airport TRAX



University TRAX / 400 South



3500 South/MAX
Bus Rapid Transit



I-15 CORE/FrontRunner South



Inter-Regional Corridor
Alternatives Analysis



Mountain
View
Corridor



Utah
Collaborative
Active
Transportation
Study



I-15 State Street/North-South TRAX

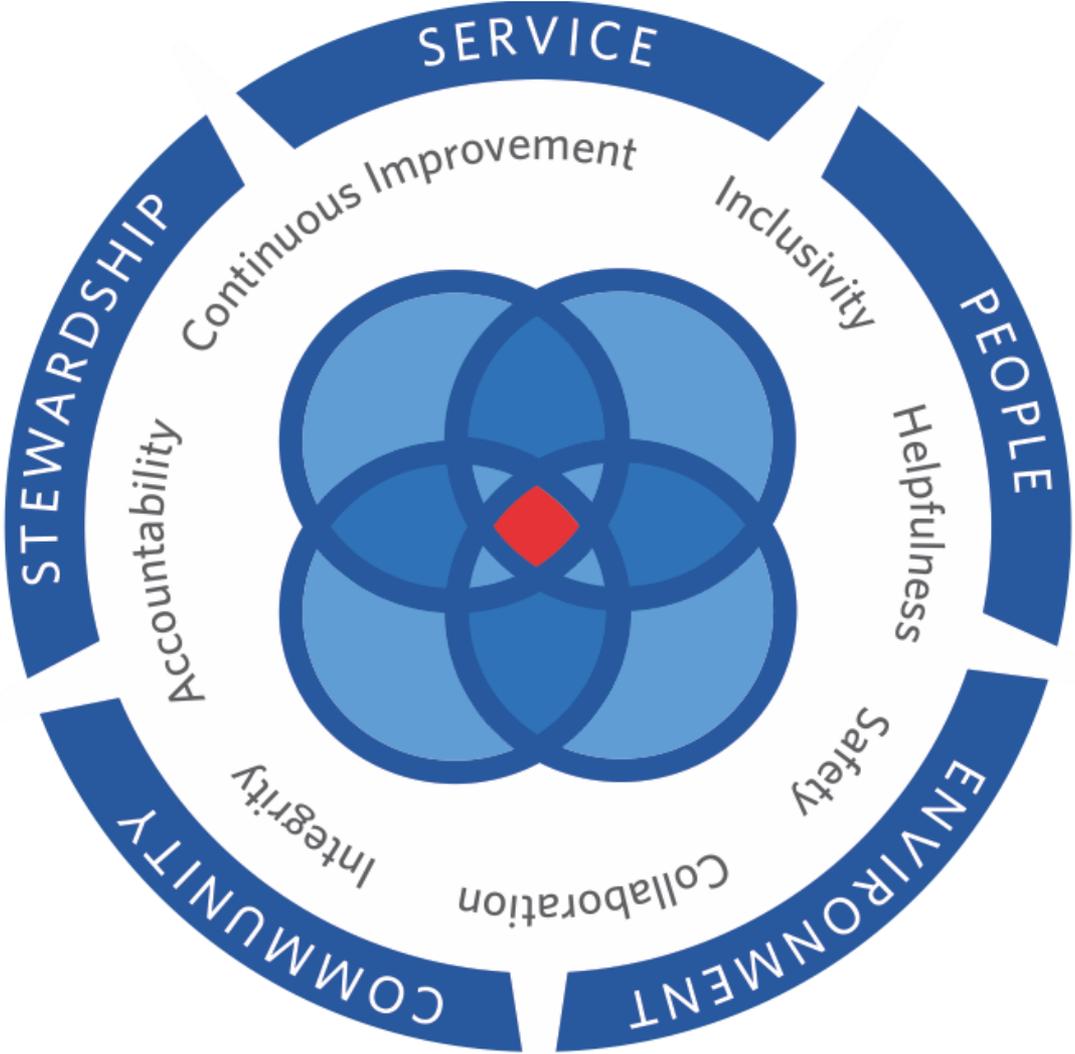


Provo-Orem Transportation Improvement Project

PROVO OREM
TRIP TRANSPORTATION
IMPROVEMENT PROJECT

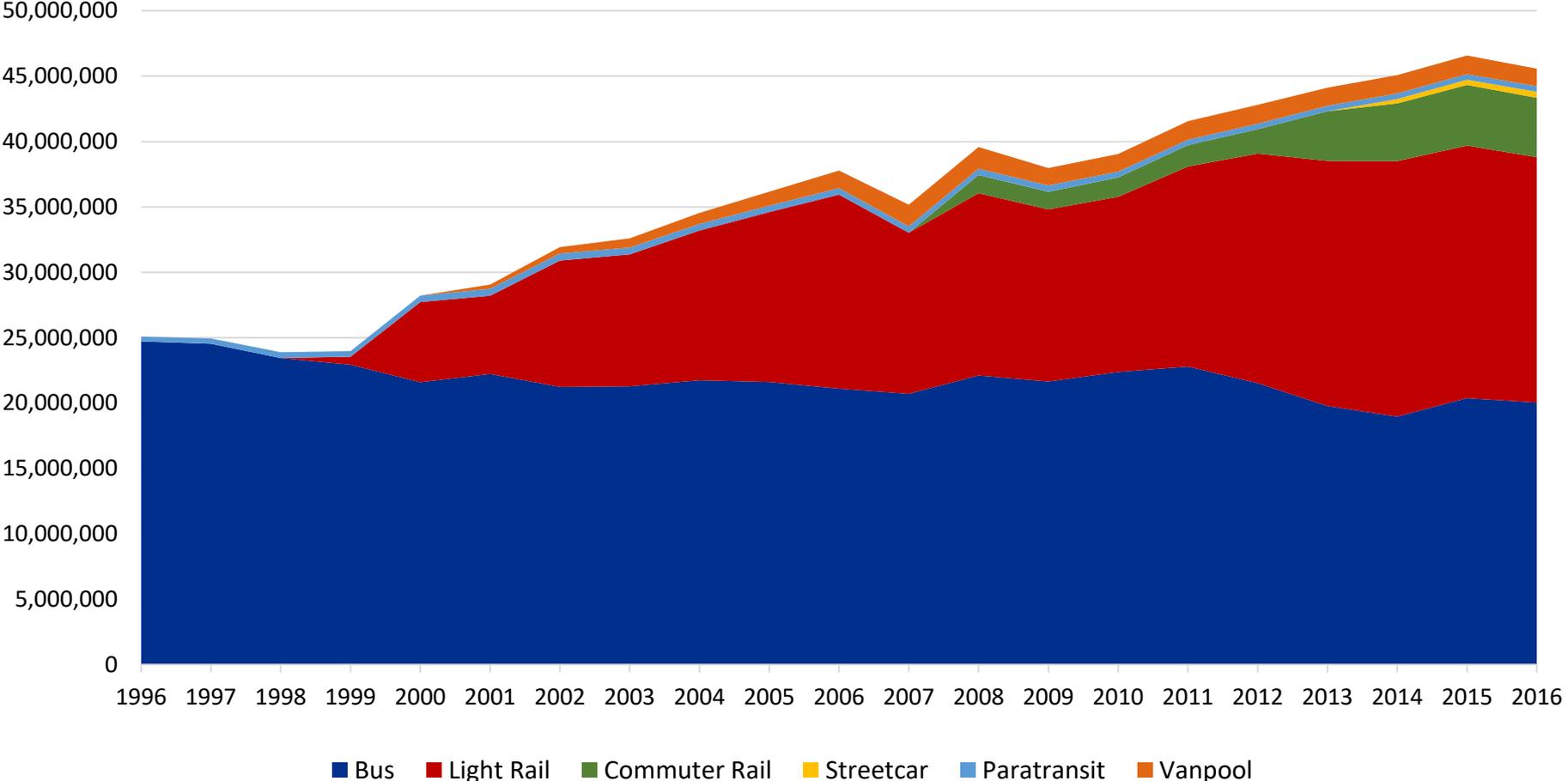


UTA True Norths & Values

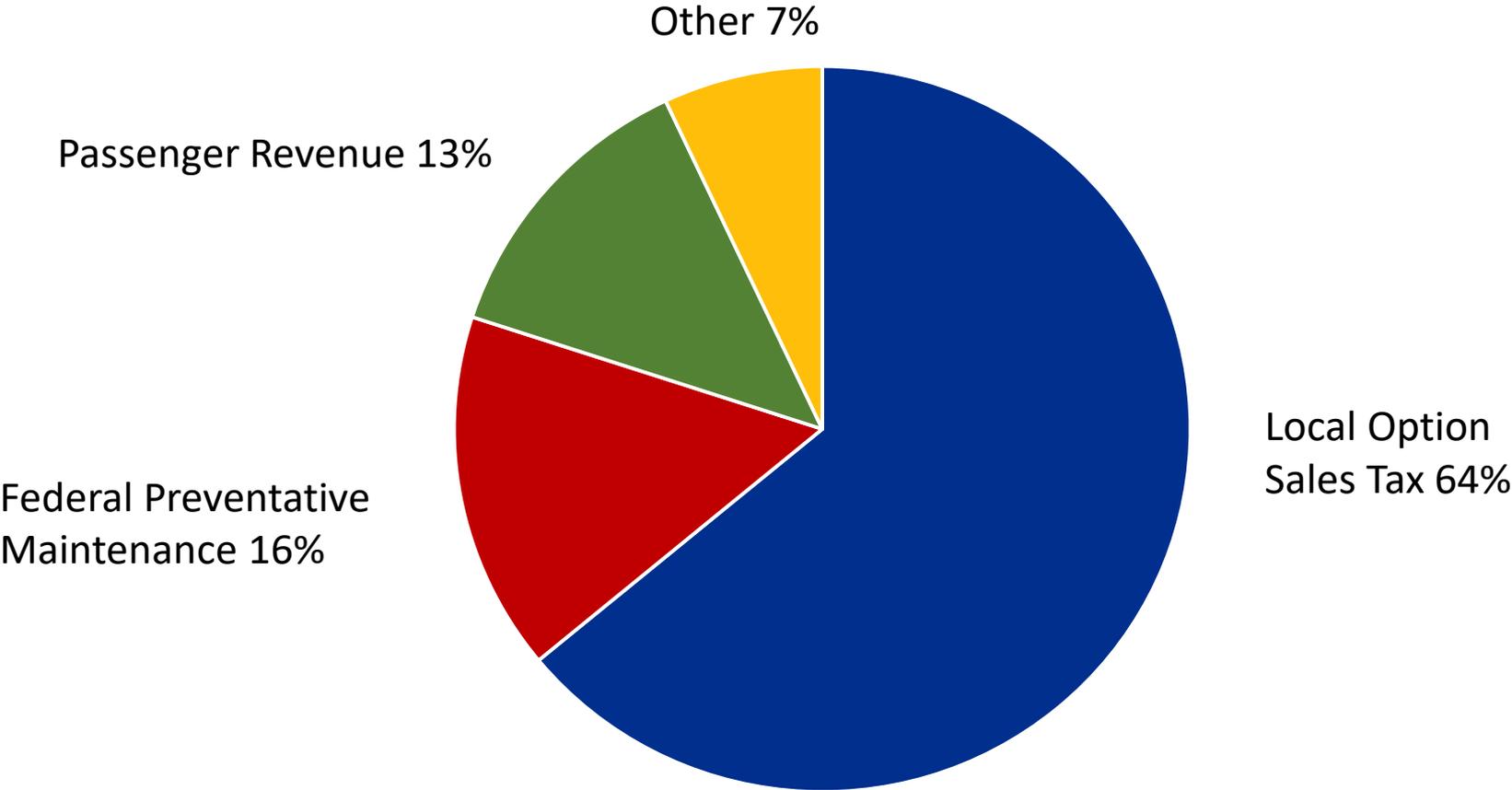


Historical Ridership

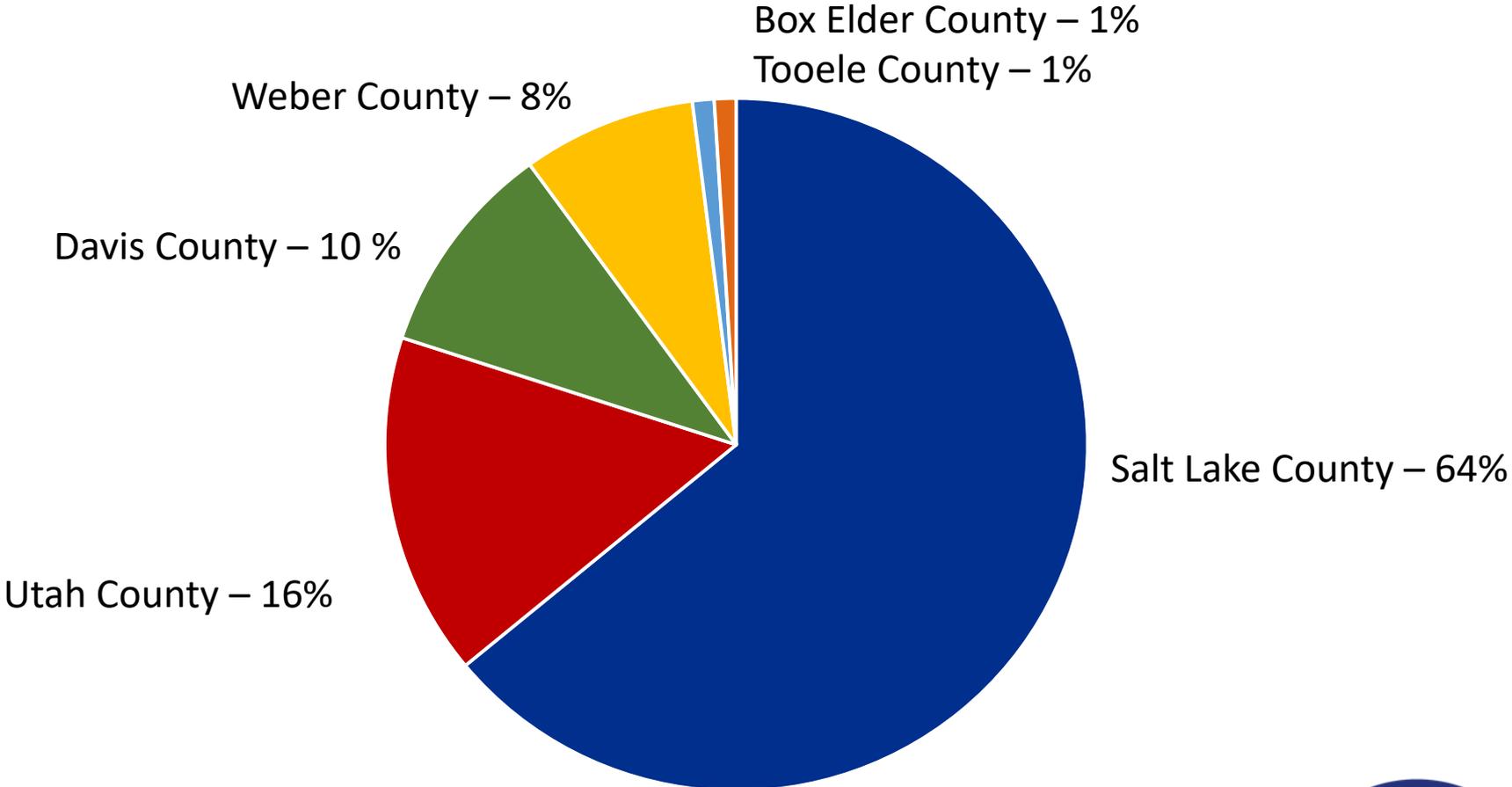
Annual Boardings by Mode



Resources (Funding)



Local Option Sales Tax by County



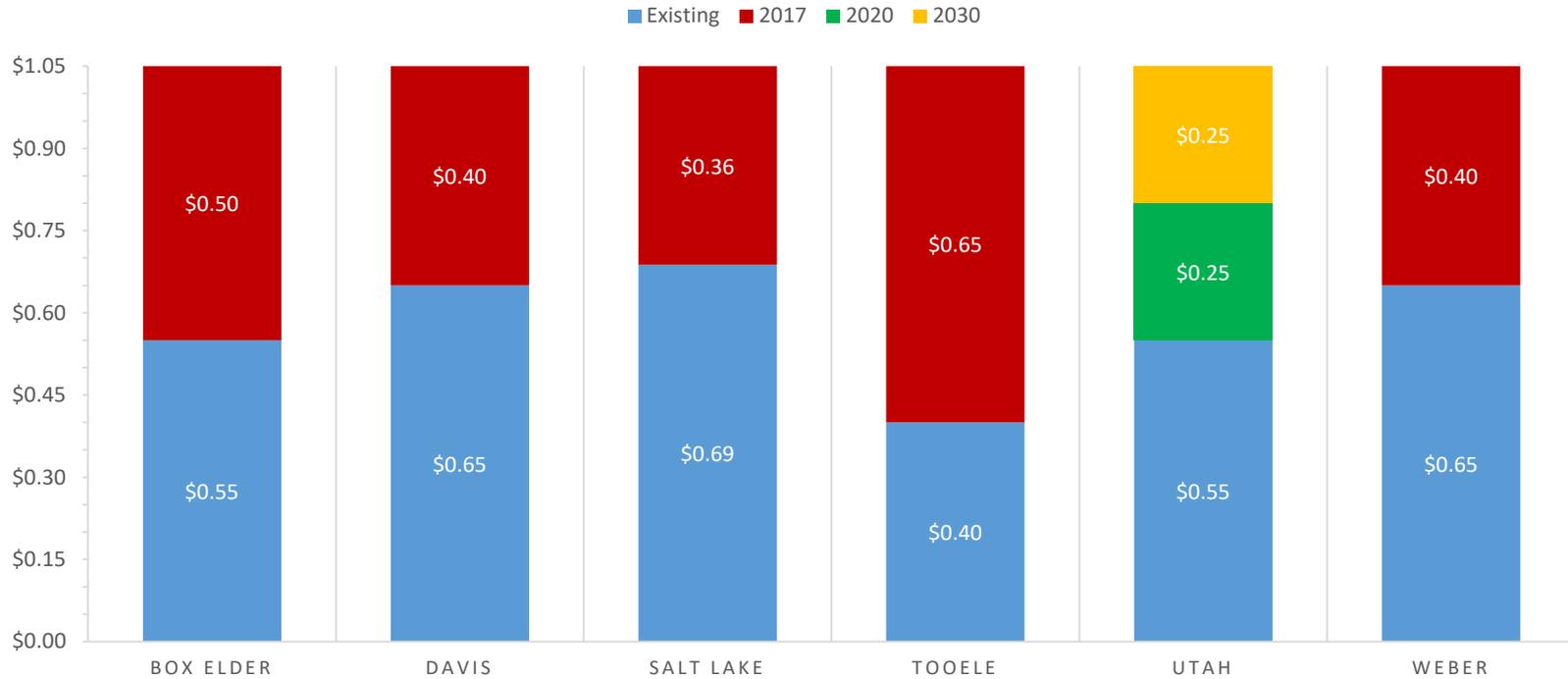
Local Contribution

Tax Type	Mass Transit Tax	Mass Transit Fixed Guideway	Additional Mass Transit Tax	County Option Transportation Tax	Supplemental State Sales Tax	Transportation Infrastructure (Prop 1)	TOTAL RATE
Utah State Code	§59-12-2213	§59-12-2216	§59-12-2214	§59-12-2217	§59-12-2003	§59-12-2218	
Abbreviation	MT	MF	MA	CT	SM	AT	
Box Elder County	0.300%		0.250%*				0.550%
Davis County	0.250%		0.250%		0.050%	0.100%	0.650%
Salt Lake County	0.300%		0.200%	0.188%			0.688%
Tooele County	0.300%					0.100%	0.400%
Utah County	0.250%	0.276%					0.526%
Weber County	0.250%		0.250%		0.050%	0.100%	0.650%



Sales Tax Assumptions by County

SALES TAX ASSUMPTIONS BY COUNTY



Thank you.

Robert McKinley, UTA Board Chair

Jerry R. Benson, UTA President/CEO

